



SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
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HYBRID (IN-PERSON & REMOTE PARTICIPATION) *

ENERGY AND ENVIRONMENT COMMITTEE

*In-Person & Remote Participation**

Thursday, January 5, 2023

9:30 a.m. – 11:30 a.m.

Members of the Public are Welcome to Attend and Participate In-Person:

**SCAG Main Office – Policy A Meeting Room
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017**

To Attend and Participate on Your Computer:

<https://scag.zoom.us/j/317727062>

To Attend and Participate by Phone:

**Call-in Number: 1-669-900-6833
Meeting ID: 317 727 062**

PUBLIC ADVISORY

Given the declared state of emergency (pursuant to State of Emergency Proclamation dated March 4, 2020) and local public health directives imposing and recommending social distancing measures due to the threat of COVID-19, and pursuant to Government Code Section 54953(e)(1)(A), the meeting will be conducted in a hybrid manner (both in-person and remotely by telephonic and video conference).

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Maggie Aguilar at (213) 630-1420 or via email at aguilarm@scag.ca.gov. Agendas & Minutes are also available at: www.scag.ca.gov/committees.

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation in order to participate in this meeting. SCAG is also committed to helping people with limited proficiency in the English language access the agency's essential public information and services. You can request such assistance by calling (213) 630-1420. We request at least 72 hours (three days) notice to provide reasonable accommodations and will make every effort to arrange for assistance as soon as possible.



Instructions for Attending the Meeting

SCAG is providing multiple options to attend the meeting:

To Attend In-Peron and Provide Verbal Comments: Go to the SCAG Main Office located at 900 Wilshire Blvd., Ste. 1700, Los Angeles, CA 90017. The meeting will take place in the Policy A Meeting Room on the 17th floor starting at 9:30 a.m.

To Attend on Your Computer

1. Click the following link: <https://scag.zoom.us/j/317727062>
1. If Zoom is not already installed on your computer, click “Download & Run Zoom” on the launch page and press “Run” when prompted by your browser. If Zoom has previously been installed on your computer, please allow a few moments for the application to launch automatically.
2. Select “Join Audio via Computer.”
3. The virtual conference room will open. If you receive a message reading, “Please wait for the host to start this meeting,” simply remain in the room until the meeting begins.

To Attend by Phone

1. Call **(669) 900-6833** to access the conference room. Given high call volumes recently experienced by Zoom, please continue dialing until you connect successfully.
2. Enter the **Meeting ID: 317 727 062**, followed by #.
3. Indicate that you are a participant by pressing # to continue.
4. You will hear audio of the meeting in progress. Remain on the line if the meeting has not yet started.

OUR MISSION

To foster innovative regional solutions that improve the lives of Southern Californians through inclusive collaboration, visionary planning, regional advocacy, information sharing, and promoting best practices.

OUR VISION

Southern California’s Catalyst for a Brighter Future

OUR CORE VALUES

Be Open | Lead by Example | Make an Impact | Be Courageous



Instructions for Participating and Public Comments

You may participate and submit public comments in three (3) ways:

1. **In Writing**: Submit written comments via email to: EECPublicComment@scag.ca.gov by 5pm on Wednesday, January 4, 2023. You are **not** required to submit public comments in writing or in advance of the meeting; this option is offered as a convenience should you desire not to provide comments in real time as described below. All written comments received after 5pm on Wednesday, January 4, 2023 will be announced and included as part of the official record of the meeting.
2. **Remotely**: If participating in real time via Zoom or phone, during the Public Comment Period (Matters Not on the Agenda) or at the time the item on the agenda for which you wish to speak is called, use the “raise hand” function on your computer or *9 by phone and wait for SCAG staff to announce your name/phone number. Limit oral comments to 3 minutes, or as otherwise directed by the presiding officer.
3. **In-Person**: If participating in-person, you are invited but not required, to fill out and present a Public Comment Card to the Clerk of the Board prior to speaking. It is helpful to indicate whether you wish to speak during the Public Comment Period (Matters Not on the Agenda) and/or on an item listed on the agenda. Limit oral comments to 3 minutes, or as otherwise directed by the presiding officer.

For purpose of providing public comment for items listed on the Consent Calendar, please indicate that you wish to speak when the Consent Calendar is called; items listed on the Consent Calendar will be acted on with one motion and there will be no separate discussion of these items unless a member of the legislative body so requests, in which event, the item will be considered separately.

In accordance with SCAG’s Regional Council Policy, Article VI, Section H and California Government Code Section 54957.9, if a SCAG meeting is “willfully interrupted” and the “orderly conduct of the meeting” becomes unfeasible, the presiding officer or the Chair of the legislative body may order the removal of the individuals who are disrupting the meeting.

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ENERGY AND ENVIRONMENT COMMITTEE AGENDA

EEC - Energy and Environment Committee *Members – January 2023*

1. **Hon. Deborah Robertson**
EEC Chair, Rialto, RC District 8
2. **Sup. Luis Plancarte**
EEC Vice Chair, Imperial County
3. **Hon. Cindy Allen**
Long Beach, RC District 30
4. **Hon. Ana Beltran**
Westmorland, ICTC
5. **Hon. Daniel Brotman**
Glendale, AVCJPA
6. **Hon. Margaret Clark**
Rosemead, RC District 32
7. **Hon. Robert Copeland**
Signal Hill, GCCOG
8. **Hon. Maria Davila**
South Gate, GCCOG
9. **Hon. Ned Davis**
Westlake Village, LVMCOG
10. **Hon. Rick Denison**
Yucca Valley, SBCTA
11. **Hon. Julian Gold**
Beverly Hills, WSCCOG
12. **Hon. Shari Horne**
Laguna Woods, OCCOG
13. **Hon. Britt Huff**
Rolling Hills Estates, SBCCOG
14. **Hon. Dan Kalmick**
Huntington Beach, OCCOG
15. **Hon. Joe Kalmick**
Seal Beach, RC District 20

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ENERGY AND ENVIRONMENT COMMITTEE AGENDA

- 16. Hon. Elaine Litster**
Simi Valley, VCOG
- 17. Hon. Cynthia Moran**
Chino Hills, SBCTA
- 18. Hon. Oscar Ortiz**
Indio, CVAG
- 19. Hon. Randall Putz**
Big Bear Lake, RC District 11
- 20. Hon. Jesus Silva**
Fullerton, Pres. Appt. (Member at Large)
- 21. Hon. Jennifer Stark**
Claremont, SGVCOG
- 22. Hon. Connor Traut**
Buena Park, OCCOG
- 23. Dale Welty**
Canyon Lake, WRCOG
- 24. Hon. Edward Wilson**
Signal Hill, GCCOG

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ENERGY AND ENVIRONMENT COMMITTEE AGENDA

Southern California Association of Governments
Hybrid (In-Person and Remote Participation)
900 Wilshire Boulevard, Suite 1700 - Policy A Meeting Room
Los Angeles, CA 90017
Thursday, January 5, 2023
9:30 AM

The Energy and Environment Committee may consider and act upon any of the items on the agenda regardless of whether they are listed as Information or Action items.

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

(The Honorable Deborah Robertson, Chair)

PUBLIC COMMENT PERIOD (Matters Not on the Agenda)

This is the time for persons to comment on any matter pertinent to SCAG's jurisdiction that is *not* listed on the agenda. Although the committee may briefly respond to statements or questions, under state law, matters presented under this item cannot be discussed or acted upon at this time. Public comment for items listed on the agenda will be taken separately as further described below.

General information for all public comments: Members of the public have the option to participate in the meeting via written or verbal comments. Members of the public are encouraged, but not required, to submit written comments by sending an email to: EECPublicComment@scag.ca.gov by 5pm on Wednesday, January 4, 2023. Such comments will be transmitted to members of the legislative body and posted on SCAG's website prior to the meeting. Any writings or documents provided to a majority of the Energy and Environment Committee regarding any item on this agenda (other than writings legally exempt from public disclosure) are available at the Office of the Clerk, located at 900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017 during normal business hours and/or by contacting the office by phone, (213) 630-1420, or email to aguilarm@scag.ca.gov. Written comments received after 5pm on Wednesday, January 4, 2023, will be announced and included as part of the official record of the meeting. Members of the public wishing to verbally address the Energy and Environment Committee in real time during the meeting will be allowed up to a total of 3 minutes to speak on items on the agenda, with the presiding officer retaining discretion to adjust time limits as necessary to ensure efficient and orderly conduct of the meeting. The presiding officer has the discretion to equally reduce the time limit of all speakers based upon the number of comments received. Members of the public may verbally address the Energy and Environment Committee during the meeting. If participating in-person, you are invited but not required, to fill out and present a Public Comment Card to the Clerk of the Board prior to speaking. It is helpful to indicate whether you wish to speak during the Public Comment Period (Matters Not on the Agenda) and/or on an item listed on the agenda. Limit oral comments to 3 minutes, or as otherwise directed by the presiding officer. If you are attending remotely and desire to speak on an item listed on the agenda, please wait for the chair to call the item and then indicate your interest in offering public comment by either using the "raise hand" function on your computer or pressing *9 on your telephone. For purpose of providing public comment for items listed on the Consent Calendar (if there is a Consent Calendar), please indicate that you wish to speak when the Consent Calendar is called; items listed



on the Consent Calendar will be acted upon with one motion and there will be no separate discussion of these items unless a member of the legislative body so requests, in which event, the item will be considered separately.

REVIEW AND PRIORITIZE AGENDA ITEMS

STAFF REPORT

(Rachel Wagner, Regional Affairs Officer, SCAG Staff)

CONSENT CALENDAR

Approval Items

- | | |
|--|---------|
| 1. Minutes of the Meeting – November 3, 2022 | PPG. 8 |
| 2. Approval of Guidelines and Authorization to Release the Sustainable Communities Program - Civic Engagement, Equity, and Environmental Justice (SCP CEEEJ) Call for Applications | PPG. 15 |

Receive and File

- | | |
|--|---------|
| 3. Energy and Environment Committee Outlook and Future Agenda Items | PPG. 41 |
| 4. Final 2022 Air Quality Management Plan (AQMP) | PPG. 47 |
| 5. CARB Final 2022 Scoping Plan | PPG. 61 |
| 6. SCAG's Draft Digital Action Plan | PPG. 69 |
| 7. SCAG Climate Action Resolution Quarterly Update - 2nd Annual Update | PPG. 89 |

INFORMATION ITEMS

- | | | |
|--|----------|---------|
| 8. Draft Regional Advance Mitigation Planning (RAMP) White Paper
<i>(India Brookover, Senior Planner, SCAG)</i> | 20 Mins. | PPG. 94 |
|--|----------|---------|

ACTION ITEMS

- | | | |
|---|----------|----------|
| 9. Draft Regional Advance Mitigation Planning (RAMP) Policy Framework
<i>(Kimberly Clark, Planning Supervisor, SCAG)</i> | 30 Mins. | PPG. 110 |
|---|----------|----------|

RECOMMENDED ACTION:

That the Energy & Environment Committee (EEC) recommend that the Regional Council approve the RAMP Policy Framework and RAMP White Paper.



10. Release of Transportation Conformity Analysis of Draft Connect SoCal 2020 Amendment #3 and 2023 Federal Transportation Improvement Program Consistency Amendment #23-03 for Public Review and Comment PPG. 157
15 Mins.
(Lijin Sun, Principal Planner, SCAG)

RECOMMENDED ACTION:

Recommend that the Regional Council authorize the Executive Director to release the transportation conformity analysis of the draft Connect SoCal 2020 Amendment #3 and 2023 Federal Transportation Improvement Program Consistency Amendment #23-03 for public review and comment.

CHAIR'S REPORT

(The Honorable Deborah Robertson, Chair)

ANNOUNCEMENTS

ADJOURNMENT



**MINUTES OF THE MEETING
ENERGY AND ENVIRONMENT COMMITTEE
THURSDAY, NOVEMBER 3, 2022**

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE ENERGY AND ENVIRONMENT COMMITTEE (EEC). A DIGITAL RECORDING OF THE ACTUAL MEETING IS AVAILABLE AT: <http://scag.iqm2.com/Citizens/>.

The Energy and Environment Committee (EEC) of the Southern California Association of Governments (SCAG) held its regular meeting both in person and virtually (telephonically and electronically), given the declared state of emergency (pursuant to State of Emergency Proclamation dated March 4, 2020) and local public health directives imposing and recommending social distancing measures due to the threat of COVID-19, and pursuant to Government Code Section 54953(e)(1)(A). A quorum was present.

Members Present

Hon. Deborah Robertson, Rialto (Chair)	District 8
Sup. Luis Plancarte (Vice Chair)	Imperial County
Hon. Cindy Allen, Long Beach	District 30
Hon. Ana Beltran, Westmoreland	ICTC
Hon. Daniel Brotman, Glendale	AVCJPA
Hon. Margaret Clark, Rosemead	SGVCOG
Hon. Robert Copeland, Signal Hill	GCCOG
Hon. Ned Davis, Westlake Village	LVMCOG
Hon. Julian Gold, Beverly Hills	WSCCOG
Hon. Shari Horne, Laguna Woods	OCCOG
Hon. Britt Huff, Rolling Hills Estates	SBCCOG
Hon. Dan Kalmick, Huntington Beach	OCCOG
Hon. Joe Kalmick, Seal Beach	District 20
Hon. Diana Mahmud, South Pasadena	SGVCOG
Hon. Cynthia Moran, Chino Hills	SBCTA
Hon. Oscar Ortiz, Indio	CVAG
Hon. Greg Raths, Mission Viejo	OCCOG
Hon. Richard Rollins, Port Hueneme	VCOG
Hon. Sharon Springer, Burbank	SFVCOG



Hon. Connor Traut, Buena Park	OCCOG
Hon. John Valdivia, San Bernardino	SBCTA
Hon. Colleen Wallace, Banning	WRCOG
Hon. Edward H.J. Wilson, Signal Hill	GCCOG

Members Not Present

Hon. Maria Davila, South Gate	GCCOG
Hon. Rick Denison, Yucca Valley	SBCTA
Hon. Elaine Litster, Simi Valley	VCOG
Hon. Randall Putz, Big Bear Lake	District 11
Hon. Jesus Silva, Fullerton	President’s Appointment

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

Chair Deborah Robertson called the meeting to order at 9:30 a.m. Britt Huff, Rolling Hills Estates, SBCCOG, led the Pledge of Allegiance. Staff confirmed a quorum was present.

PUBLIC COMMENT PERIOD

Chair Deborah Robertson opened the public comment period and provided detailed instructions on how to provide public comments. She noted that this was the time for members of the public to offer comment for matters that are within SCAG’s jurisdiction but are not listed on the agenda.

She reminded the public to submit comments via email to EECPublicComment@scag.ca.gov. She noted that public comments received via email after 5pm on Wednesday, November 2, 2022, would be announced and included as part of the official record of the meeting.

SCAG staff no public comment had been received by email before the 5pm deadline on Wednesday, November 2, 2022.

Seeing no additional public comment, Chair Robertson closed the public comment period for matters not listed on the agenda.

REVIEW AND PRIORITIZE AGENDA ITEMS

Chair Robertson stated staff had requested Information Item No. 6 to be moved up before Action Item No. 5.

CONSENT CALENDAR**Approval Items**

1. Minutes of the Meeting – October 6, 2022

Receive and File

2. Regional SCAG Climate Action Resolution Quarterly Update
3. Status Update on Clean Air Act Highway Sanction Clocks in SCAG Region
4. SCAG's Draft Digital Action Plan

Seeing no public comment speakers, Chair Robertson closed the Public Comment Period.

A MOTION was made (Valdivia) to approve the Consent Calendar. Motion was SECONDED (Huff) and passed by the following votes:

AYES: Allen, Beltran, Brotman, Clark, Copeland, Davis, Gold, Horne, Huff, D. Kalmick, J. Kalmick, Mahmud, Moran, Ortiz, Plancarte, Putz, Rath, Robertson, Rollins, Springer, Traut, and Valdivia (21)

NOES: None (0)

ABSTAINS: None (0)

INFORMATION ITEMS

Chair Robertson opened the Public Comment Period for Item 6.

Seeing no public comment speakers, Chair Robertson closed the Public Comment Period.

6. Planning Context: Natural & Working Lands (Existing Conditions)

India Brookover, Senior Regional Planner, stated she would be discussing the planning context of Natural and Farm Lands Conservation in the SCAG region. She stated this was to prepare everyone for potential Natural and Farm lands conservation strategies in the 2024 Connect SoCal. She stated this was included as a strategy to prevent greenhouse gas emissions and reduce VMT. Ms. Brookover introduced Rebecca Lewison, Conservation Ecologist at SDSU who also serves as the Director of the Institute of Ecological Monitoring and Management. She stated Dr. Lewison would

be discussing climate impacts. Ms. Brookover also introduced Benjamin Matlock, Planning Manager for the City of Yucaipa. She stated Mr. Matlock would be discussing the City of Yucaipa's Viticulture Operation and Associated Standards Development Plan.

Mr. Matlock talked about the City of Yucaipa's venture to establish a Viticulture Operation and Development Standards. He discussed the multiphase approach they took to begin development. He also discussed their challenges such as housing laws and residential zoning.

Ms. Brookover announced Dr. Lewison would not be able to join the meeting after all as she had an urgent matter arise. Ms. Brookover informed the members that the [PowerPoint] slides [Dr. Lewison was going to present] were included in the agenda packet.

ACTION ITEMS

5. Transmittal to South Coast Air Quality Management District of Final 2022 Air Quality Management Plan Appendix IV-C Regional Transportation Plan/Sustainable Communities Strategy and Transportation Control Measures

Chair Robertson opened the Public Comment Period for Item 5.

Seeing no public comment speakers, Chair Robertson closed the Public Comment Period.

Rongsheng Luo, Program Manager of Environmental Analysis, presented Item No. 5. He described how Appendix IV-C consisted of an overview of the adopted Connect SoCal 2020 RTPS. He reported that as recommended by EEC and authorized by RC, Appendix IV-C had been transmitted to the South Coast Air Quality Management District and had been released twice for public review. He noted no public comments specific to the Appendix IV-C had been received.

A MOTION was made (Plancarte) to recommend that the Regional Council (RC) adopt Resolution No. 22-648-2 approving transmittal of the Final 2022 Air Quality Management Plan Appendix IV-C Regional Transportation Plan/Sustainable Communities Strategy and Transportation Control Measures to the South Coast Air Quality Management District, subject to final public comments. Motion was SECONDED (Ortiz) and passed by the following votes:

AYES: Beltran, Brotman, Clark, Davis, Gold, Horne, Huff, J. Kalmick, Mahmud, Moran, Ortiz, Plancarte, Rath, Robertson, Rollins, Springer, and Valdivia (17)

NOES: None (0)

ABSTAINS: None (0)

INFORMATION ITEMS**6. Planning Context: Natural & Working Lands (Existing Conditions)**

Item No. 6 was addressed before Action Item No. 5

7. Local Information Services Team (LIST) Status Update for Connect SoCal 2024 Local Data Exchange (LDX) Process

Chair Robertson opened the Public Comment Period for Item 7.

Seeing no public comment speakers, Chair Robertson closed the Public Comment Period.

Tom Vo, Program Manager, addressed the committee and provided an overview of the Connect SoCal 2024 Local Data Exchange (LDX) Process, Regional Data Platform and Local Information Services. He also provided an update on the LDX process particularly regarding the jurisdictions that had not met with SCAG.

8. 2022 Racial Equity Baseline Conditions Report Release

Chair Robertson opened the Public Comment Period for Item 8.

Seeing no public comment speakers, Chair Robertson closed the Public Comment Period.

Anita Au, Senior Regional Planner, provided a presentation on the 2022 Racial Equity Baseline Conditions report.

CHAIR'S REPORT

Chair Robertson reminded everyone to register for the 13th Annual Southern California Economic Summit – Resourcing the Region taking place on Thursday, December 1st. She stated elected officials and city managers could attend for free. She also shared they wouldn't be any Policy Committee or Regional Council meetings in December due to the Summit. Chair Robertson also shared project information from Metropolitan Water District. She stated that in light of the recently adopted Water resolution, the Draft EIR for the Delta Conveyance Project had been released and the Department of Water Resources was accepting public comments until December 16. She stated the Metropolitan Water District had also released the Notice of Preparation to inform the public that an Environmental Impact Report would be prepared for the Pure Water Southern California regional recycled water project. Lastly, Chair Robertson shared that interested parties could provide public comment through November 14 and there that there would be several virtual meetings to

provide input. She stated they would share this information with links to webpages and resources with committee members following the meeting.

STAFF REPORT

Rachel Wagner, Regional Affairs Officer, provided a Connect SoCal Development Update. She stated they were nearing the end of the data collection phase of plan development. She stated November 1, was the deadline for County Transportation Commissions to submit project information for the plan. Additionally, she reported that December 2nd would be the deadline for local jurisdictions to provide any land use or growth feedback to the draft data that had been shared with them through the Local Data Exchange process. She stated policy development and discussions on strategies and solutions to include in the plan would continue into the next year, including the conclusion of the 3 Connect SoCal Subcommittees next January which would provide recommendations to the Joint Policy Committees. Additionally, she stated other upcoming milestones included the submittal of their draft Sustainable Communities Strategy Technical Methodology to the California Air Resources Board early next year, followed by public workshops which would be held across the region and virtually.

FUTURE AGENDA ITEMS

There were no future agenda items.

ANNOUNCEMENTS

Policy Committee Mahmud, South Pasadena, SGVCOG, stated it had been her privilege to serve as a representative of the San Gabriel Valley COG for the last 7 years. She thanked staff for the job they did.

ADJOURNMENT

There being no further business, Chair Robertson adjourned the Energy and Environment Committee meeting at 11:15 a.m.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE EEC]

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ENERGY AND ENVIRONMENT COMMITTEE ATTENDANCE REPORT

2022-23

MEMBERS	Representing	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	April	May	Total Mtgs Attended To Date
Allen, Cindy	Long Beach, District 30	1	1		1	1	1							5
Beltran, Ana	Westmoreland, ICTC	0	0		0	1	1							2
Brotman, Daniel	Glendale, AVCJPA	1	1		0	1	1							4
Clark, Margaret	Rosemead, SGVCOG	1	1		1	1	1							5
Copeland, Robert	Signal Hill, GCCOG	1	1		1	1	1							5
Davila, Maria	South Gate, GCCOG	0	0	D	0									0
Davis, Ned	Westlake Village, LVMCOG	1	0		0		1							2
Denison, Rick	Yucca Valley, SCBTA	1	0		0	1								2
Gold, Julian	Beverly Hills, WSCCOG	1	1		0	1	1							4
Horne, Shari	Laguna Woods, OCCOG	1	1		1	1	1							5
Huff, Britt	Rolling Hills Estates, SCBCOG	1	1	A	1	1	1							5
Kalmick, Dan	Huntington Beach, OCCOG	1	1		1	1	1							5
Kalmick, Joe	Seal Beach, District 20	1	1		1	1	1							5
Litster, Elaine	Simi Valley, VCOG	0	1		1	1								3
Mahmud, Diana	So. Pasadena, SGVCOG	1	1	R	1	1	1							5
Moran, Cynthia	Chino Hills, SBCTA	1	0		1	1	1							4
Ortiz, Oscar	Indio, CVAG	0	0		0	1	1							2
Plancarte, Luis	Imperial County	1	1		1	1	1							5
Putz, Randall	Big Bear Lake, District 11	1	0		1	1								3
Raths, Greg	Mission Viejo, OCCOG	0	1		1	1	1							4
Robertson, Deborah	Rialto, RC District 8	1	1		1	1	1							5
Rollins, Richard	Port Hueneme, VCOG	0	1		1	1	1							4
Springer, Sharon	Burbank, SFVCOG	1	1		0	1	1							4
Traut, Connor	Buena Park, OCCOG	1	1		1	1	1							5
Valdivia, John	San Bernardino, SBCCOG	1	1		1		1							4
Wallace, Colleen	Banning, WRCOG	1	1		1	1	1							5
Wilson, Edward H.J.	Signal Hill, GCCOG	0	0		0	1	1							

Attachment: EEC Attendance Sheet 2022-23 (Minutes of the Meeting - November 3, 2022)



Southern California Association of Governments
January 5, 2023

To: Energy & Environment Committee (EEC)
Regional Council (RC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: Hannah Brunelle, Senior Regional Planner
(213) 236-1907, brunelle@scag.ca.gov

Subject: Approval of Guidelines and Authorization to Release the Sustainable Communities Program - Civic Engagement, Equity, and Environmental Justice (SCP CEEEJ) Call for Applications

RECOMMENDED ACTION EEC:

Recommend that the Regional Council approve the Sustainable Communities Program - Civic Engagement, Equity, and Environmental Justice (CEEEJ) Call for Applications Guidelines and authorize staff to release the Call for Applications, upon approval of SCAG's full Regional Early Action Planning Grant (REAP 2.0) application by the State Partners. Authorize the SCAG Executive Director or his designee to revise the Guidelines as needed for compliance with the REAP 2.0 program and/or feedback from the State Partners, and to enter into agreements with awarded subregional partners under this program and execute all documents incident to the agreements, including issuance of conditional award letters.

RECOMMENDED ACTION FOR RC:

That the Regional Council approve the Sustainable Communities Program - Civic Engagement, Equity, and Environmental Justice (CEEEJ) Call for Applications Guidelines and authorize staff to release the Call for Applications, upon approval of SCAG's full Regional Early Action Planning Grant (REAP 2.0) application by the State Partners. Authorize the SCAG Executive Director or his designee to revise the Guidelines as needed for compliance with the REAP 2.0 program and/or feedback from the State Partners, and to enter into agreements with awarded subregional partners under this program and execute all documents incident to the agreements, including issuance of conditional award letters.

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians.

EXECUTIVE SUMMARY:

Following the Regional Council's adoption of the 2020 Connect SoCal, SCAG's Sustainable Communities Program (SCP) released three (3) funding Calls for Applications to provide resources

and direct technical assistance to local agencies across the region to support implementation of Connect SoCal. The previous three Calls focused on active transportation and safety, housing and sustainable development, and smart cities and mobility innovations. Given the availability of additional funding sources, SCAG will release a fourth Call for Applications focused on Civic Engagement, Equity, and Environmental Justice (CEEEJ). SCP CEEEJ is anticipated to include \$5 million, funded by a mix of sources, including \$3 million from REAP 2.0 and \$2 million from Senate Bill 1 (SB 1) funding. SCP CEEEJ is one of the Early Program Initiatives of SCAG's larger REAP 2.0 Program, which was approved by the Executive Administration Committee (EAC) on behalf of the Regional Council on November 30, 2022. Pending approval and authorization from the Regional Council and the State Partners, SCAG anticipates releasing the SCP CEEEJ Call for Applications in early 2023.

BACKGROUND:

Since its inception, SCAG's SCP has provided resources and direct technical assistance to jurisdictions to complete important local planning efforts to support implementation of Connect SoCal. The SCP allows SCAG to strengthen partnerships with local agencies that are responsible for land use and transportation decisions and provides local jurisdictions with multiple opportunities to seek funding to meet the needs of their communities, address recovery and resiliency strategies considering COVID-19 and support regional goals.

On July 7, 2022, staff presented the SCP CEEEJ draft guidelines to the Energy and Environment Committee (EEC) to recommend the Regional Council to approve the Guidelines and authorize the release of the Call for Applications. Since then, the State Partners released the REAP 2.0 Final Guidelines which incorporated significant feedback from entities across the state. Given these changes, staff have revised the SCP CEEEJ Guidelines to align with the revised REAP 2.0 Final Guidelines. Additionally, SCAG posted the draft SCP CEEEJ Guidelines for a 25-day public review period, following the revisions from the REAP 2.0 Final Guidelines. Notable changes to the SCP CEEEJ Guidelines include: (1) the removal of the coronavirus (COVID-19) economic recovery objective due to changes in funding for REAP 2.0, (2) updated CEEEJ project categories to better align with the final REAP 2.0 objectives; (3) the addition of \$2 million in SB1 funds to bolster the program and fund competitive projects that may not meet all REAP 2.0 requirements but allow the program to be responsive to needs identified by disadvantaged and historically underserved communities; and (4) revised evaluation criteria to reflect changes from the REAP 2.0 Final Guidelines.

GOALS AND OBJECTIVES

In response to the social justice uprisings during 2020 and the COVID-19 pandemic that further exposed racial and social inequities, the SCAG Regional Council adopted a resolution affirming the agency's commitment to advancing justice, equity, diversity, and inclusion throughout Southern California. The CEEEJ Call specifically aims to (1) advance the goals in SCAG's Racial Equity Early

Action Plan by prioritizing efforts that directly benefit Communities of Concern (CoCs) and SB 535 Disadvantaged Communities (DACs) by encouraging racial equity in local planning practices; (2) support a wide range of eligible land use and transportation planning activities including housing supportive infrastructure projects; (3) support the development of plans to close the racial equity gap outlined in SCAG’s Racial Equity Baseline Conditions Report; and (4) support and encourage equitable partnerships between community-based organizations (CBOs) and local agencies.

SCP CEEEJ is designed to align with requirements of both its funding sources, REAP 2.0 and SB 1. To align with the REAP 2.0 funding priorities, SCP CEEEJ projects must advance implementation of the region’s Sustainable Communities Strategy (SCS) and support transformative planning activities. REAP 2.0 explicitly aims to meet three key objectives – accelerate infill development, reduce Vehicle Miles Traveled (VMT), and support Affirmatively Furthering Fair Housing (AFFH). SB 1 supports the implementation of the RTP/SCS and supports greenhouse gas (GHG) emissions reductions. Proposed projects must have a transportation nexus and are expected to directly benefit the multi-modal transportation system. Projects must also include an integrated approach to land use and transportation planning, and further a coordinated approach to planning.

PROGRAM OUTREACH

SCAG has conducted significant outreach to inform and shape program development since July 2021, with a focus on targeting disadvantaged and historically underserved and underrepresented communities. To support program development, SCAG held a series of listening sessions and information sessions, open to interested applicants. SCAG held two listening sessions in July 2021 with 53 attendees combined, two information sessions in June 2022 with 93 attendees combined, and two information sessions in November 2022 with 64 attendees combined. Participants were invited to ask questions, share feedback on the program, and provide input on the Call development to shape the program guidelines. Outreach to promote the listening sessions targeted DACs, COCs, and CBOs working in these communities to reach historically underserved and disadvantaged communities. Following the information sessions, SCAG conducted over 30 one-to-one meetings with CBOs and local agencies across the SCAG region to support project ideation and development. SCAG is continuing one-to-one meetings through the Call opening period to provide direct support to applicants.

PROJECT ELIGIBILITY AND PRIORITIZATION

SCP CEEEJ prioritizes funding in or providing direct benefit to disadvantaged and historically underserved and underrepresented areas. SCP CEEEJ has identified “Priority Populations” which include the designations below. These designations demonstrate how CEEEJ has a significant geographic or region-wide benefit for disadvantaged and historically underserved communities. Priority Populations include:

- SB535 Disadvantaged Communities
- SCAG Communities of Concern

- AB 1550 Communities
- TCAC/HCD Opportunity Areas (High segregation and poverty, low resource, and moderate resource communities; affordable housing production in high resource and highest resource communities will also be prioritized)

This Call is designed to fund a variety of eligible projects focused across two project categories: (1) Housing and Land Use Strategies and (2) Multimodal Communities. To meet the requirements of the program funding, all projects must address at least one of the following five funding objectives:

- Accelerating infill development that facilitates housing supply, choice, and affordability
- Affirmatively furthering fair housing (AFFH) by means of taking meaningful actions, in addition to combating discrimination, that overcome patterns of segregation and foster inclusive communities free from barriers that restrict access to opportunity based on protected characteristics, when considering housing
- Reducing vehicle miles traveled (VMT)
- Reducing greenhouse gas (GHG) emissions
- Support implementation of SCAG's adopted Connect SoCal

SCP CEEJ aims to meet all five objectives across all awarded projects, in sum. Proposed project budgets are anticipated to be a minimum of \$200,000 and up to \$500,000. To strengthen the nexus to the goals and objectives of the Call, SCAG strongly encourages robust engagement strategies as a component of all projects.

APPLICANT ELIGIBILITY AND PARTNERSHIP STRUCTURE

To encourage local partnerships, SCP CEEJ includes a co-applicant partnership structure, inclusive of a primary applicant and a co-applicant. Community Based Organizations (CBOs) and non-profits (both of whom must have 501(c)(3) status) are eligible and highly encouraged to apply as co-applicants in partnership with an eligible primary applicant. Under the co-applicant structure multiple co-applicants, up to two (2), may apply alongside an eligible primary applicant. Agencies eligible to serve as a primary applicant may apply as a co-applicant with another eligible primary applicant if appropriate. Under a primary and co-applicant partnership, co-applicants may be compensated to lead key elements of the project. In addition, SCAG will procure a consultant to perform identified work on behalf of the primary applicant and co-applicant partnership.

Eligible primary applicants include local or regional agencies, county public health agencies, county transportation agencies, transit agencies or districts, and Tribal entities. For projects located in infill areas¹, housing authorities, natural resource or public land agencies, public academic institutions,

¹"Infill", for the purposes of the REAP 2.0 Program, means areas where all the following apply: (1) the area consists of unused or underutilized lands (2) within existing development patterns or a census designated place with public services such as a post office, sheriff station, fire station, and schools (3) that is or will be accessible to destinations and daily services by transit, walking, or bicycling and located in either:

- a. A community or neighborhood center, corridor with existing development patterns, or area with transit-supportive densities, or
- b. An established community that meets all the following criteria:
 - i. The area consists of or previously consisted of or is designated in the General Plan for qualified urban uses

regional housing trust funds, school districts, and special districts are also eligible to apply as primary applicants. CBOs and non-profits are eligible only as co-applicants. Proposed projects not located in an infill area are still eligible for this Call due to the inclusion of SB1 funds. Table 1 summarizes the eligible applicants for this Call.

Table 1: SCP CEEEJ Eligible Applicants

Eligible as a Primary Applicant OR Co-Applicant (regardless of whether the project is in an infill area)	Eligible as a Co-Applicant Only	Eligible as a Primary Applicant ONLY if Proposed Project is located in an infill area	Not Eligible
<ul style="list-style-type: none"> Local or regional agencies, examples include cities, counties, councils of government, Regional Transportation Planning Agencies, and County Public Health Departments Transit agencies or districts Tribal entities 	<ul style="list-style-type: none"> Community-Based Organization (CBO) Non-profit 	<ul style="list-style-type: none"> Housing Authority Natural resource or public land agency Public academic institution Regional housing trust funds School district Special district 	<ul style="list-style-type: none"> Consultant Private Companies

EVALUATION CRITERIA

The evaluation criteria will focus on four main categories:

- Project Need and Priority Population Benefits
- Project Design and Outcome
- Inclusive and Equitable Engagement
- Local Partnerships

Each application will be evaluated based on pre-determined criteria and shall demonstrate innovative and impactful approaches that meet the goals and objectives of the Call.

ii. The area is predominantly surrounded (more than 50 percent of the perimeter) by parcels that are developed, were previously developed, or are designated in the General Plan with qualified urban uses, and
 iii. No parcel within is classified as natural and working lands.

TIMELINE AND NEXT STEPS

Pending approval and authority to release SCP CEEJ, SCAG anticipates opening the Call in early 2023. Staff will return to SCAG’s Policy Committees and Regional Council in July and August 2023 with the list of recommended project awards. Table 2 provides an overview of the program schedule.

Table 2: SCP CEEJ Timeline

Connect SoCal SCP Call 4: Civic Engagement, Equity & Environmental Justice Timeline	Date
Call for Applications Opens	Early 2023
Application Workshops	March 2023
Call for Applications Submission Deadline	April 2023
Proposal Review and Scoring	May 2023
Distribution of Conditional Award Letters	June 2023 (or within 60 days of applications deemed complete)
SCAG Policy Committee and Regional Council Approval of the SCP Call 4 Rankings	July and August 2023
All Funds Must Be Committed (I.e., under purchase order/contract, etc.)	June 30, 2024
Final Work and Invoices Submitted	December 30, 2025

FISCAL IMPACT:

Work associated with this item will be included in the FY22-23 OWP (800.0160.28: REAP 2021 (REAP 2.0) Grant Program Administration).

ATTACHMENT(S):

1. SCP CEEJ Program Guidelines
2. PowerPoint Presentation - SCP CEEJ Call for Applications

Connect SoCal Sustainable Communities Program Call for Applications: Civic Engagement, Equity, and Environmental Justice Program Guidelines

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Sustainable Communities Program (SCP) Overview

Since 2005, SCAG’s various sustainability planning grant programs (Compass Blueprint, Sustainability Planning Grants, Sustainable Communities Program) have provided resources and direct technical assistance to jurisdictions to complete important local planning efforts to enable implementation of the Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS), which today is called [Connect SoCal](#).

The SCP allows SCAG to strengthen partnerships with local agencies who are responsible for land use and transportation decisions. The SCP provides local jurisdictions with multiple opportunities to seek funding and resources to meet the needs of their communities, address recovery and resiliency strategies considering COVID-19, and support regional goals. To strengthen the implementation link between this Call for Applications and the adopted Connect SoCal, the name of the program has changed to Connect SoCal SCP Call 4: Civic Engagement, Equity, and Environmental Justice (CEEEJ).

Connect SoCal SCP Call 4: Civic Engagement, Equity and Environmental Justice (CEEEJ) Overview

The Southern California Association of Governments (SCAG) announces the Connect SoCal SCP Call for Applications focused on Civic Engagement, Equity, and Environmental Justice.

On July 2, 2020, the SCAG Regional Council adopted [Resolution 20-623-2](#), affirming its commitment to advancing justice, equity, diversity, and inclusion throughout Southern California and subsequently adopted the Racial Equity Early Action Plan in May 2021 to guide SCAG’s work in advancing equity. SCAG is committed to work in partnership with others to close the gap of racial injustice and better serve historically disinvested communities. The SCP aims to prioritize resources where there is a demonstrated need, guided by the Connect SoCal Goal, “to support healthy and equitable communities.” For more information on SCAG’s equity efforts, please review the [Racial Equity Early Action Plan](#).

SCP CEEEJ has the following goals and objectives:

SCP CEEEJ Program Goals

- Advance the goals in SCAG’s Racial Equity Early Action Plan, by prioritizing efforts that directly benefit **Communities of Concern, SB 535 Disadvantaged Communities (DACs)**, and other Priority Populations by encouraging racial equity in local planning practices.
- Support a **wide range of eligible** land use and transportation planning activities including housing supportive infrastructure planning efforts.
- Support the development of plans to close the **racial equity gap**.
- Align with Funding Objectives including infill development, housing for all incomes, vehicle miles traveled (VMT) reduction, Affirmatively Furthering Fair Housing (AFFH), RTP/SCS implementation, and greenhouse gas (GHG) emissions reduction.
- Support and encourage equitable partnerships between community-based organizations (CBOs) and local governments.

SCP CEEEJ Program Objectives

- Support local planning efforts, strategically invest in, and provide technical assistance for projects and programs in SCAG’s Communities of Concern, SB 535 Disadvantaged Communities (DACs), and other Priority Populations.
- Support local planning efforts focused on eliminating barriers to civic engagement for communities that have experienced historic disinvestment.
- Build community capacity, trust, and sustainable relationships with stakeholders in communities of color, including Communities of Concern, DACs, and other Priority Populations to strategically invest in local community-centered initiatives.
- Prioritize community identified and implemented projects.

Program Funding

CEEEJ is funded by a combination of sources including Senate Bill 1 (SB 1) and the State of California (State) Regional Early Action Planning Grant Program (REAP 2.0.). CEEEJ anticipates a budget of approximately \$5 million, pending approval.

REAP 2.0 funds Transformative Planning and Implementation Activities that meet housing and equity goals, reduce Vehicle Miles Traveled (VMT), and advance implementation of the region’s Sustainable

Communities Strategy (SCS). REAP 2.0 is explicitly intended to meet multiple objectives – Infill development, Housing for all incomes, Vehicle Miles Traveled (VMT) reduction, and Affirmatively Furthering Fair Housing (AFFH) in ways that accelerate the implementation of regional and local plans to achieve these goals. Definitions for all terms are found in Appendix 1: Definition of Terms.

SB 1 supports the implementation of the RTP/SCS and supports greenhouse gas (GHG) emissions reductions. Proposed projects must have a transportation nexus and are expected to directly benefit the multi-modal transportation system. Additionally, proposed projects shall support and advance the following objectives: sustainability, accessibility, safety, preservation, innovation, economic vitality, public health, and social equity, and provide other important community benefits. Projects shall also include an integrated approach to land use and transportation planning, and further a coordinated approach to planning. Given the inclusion of SB 1 funds, any city and county who receives SB 1 funds is required to have a housing element in substantial compliance with the State housing element law and must submit updated housing element Annual Progress Reports at the time of award notice.

Additional information on the program funding sources is provided in the Applicant Toolkit, which will be available on the program website once the Call is released.

Local Partnership Structure

This Call for Applications includes a co-applicant partnership structure, inclusive of a primary applicant and a co-applicant. Community Based Organizations (CBOs) and non-profits are eligible and highly encouraged to apply as co-applicants in partnership with an eligible primary applicant. To align with funding requirements, co-applicants must have a 501(c)3 status. A CBO that utilizes a fiscal sponsor is eligible to apply. The fiscal sponsor must apply on behalf of the organization, as the CEEEJ program requires 501(c)3 status. Multiple co-applicants, up to two (2), may apply alongside an eligible primary applicant. Agencies eligible to serve as a primary applicant may apply as a co-applicant with another eligible primary applicant if appropriate.

Under a primary and co-applicant partnership, co-applicants may be compensated to lead key elements of the project. In addition, SCAG will procure a consultant to perform identified work on behalf of the primary applicant and co-applicant partnership. Further details on the co-applicant partnership are included in Appendix 2: Partnership Structure.

Applicant Eligibility

Eligibility Screening Survey (required for all applicants)

To ensure applicant and project eligibility, SCAG requires all applicants, both primary applicants and co-applicants, to complete the **Eligibility Screening Survey** prior to starting the application. The survey will indicate eligibility and provide information to SCAG to better evaluate the application. The survey will be available on the program website once the Call is released

Eligible primary applicants include local or regional agencies, county public health agencies, county transportation agencies, transit agencies or districts, and Tribal entities. For projects located in infill areas, housing authorities, natural resource or public land agencies, public academic institutions, regional housing trust funds, school districts, and special districts are also eligible to apply as primary applicants. CBOs and non-profits are eligible only as co-applicants.

Proposed projects not located in an infill area are still eligible for this Call due to the inclusion of SB1 funds.

Eligible as a Primary Applicant OR Co-Applicant (regardless of whether the project is in an infill area)	Eligible as a Co-Applicant Only	Eligible as a Primary Applicant ONLY if Proposed Project is located in an infill area*	Not Eligible
<ul style="list-style-type: none"> • Local or regional agencies, examples include cities, counties, councils of government, Regional Transportation Planning Agencies, and County Public Health Departments • Transit agencies or districts • Tribal entities 	<ul style="list-style-type: none"> • Community-Based Organization (CBO) • Non-profit 	<ul style="list-style-type: none"> • Housing Authority • Natural resource or public land agency • Public academic institution • Regional housing trust funds • School district • Special district 	<ul style="list-style-type: none"> • Consultant • Private Companies

* Definitions for all terms, including infill areas, are found in Appendix 1: Definition of Terms.

Self-Certification Checklist (for co-applicants only)

After completing the Eligibility Screening Survey, eligible co-applicants are also required to complete a **Self-Certification Checklist**, included as part of the application, which helps SCAG identify areas where co-applicants need additional support for eligibility requirements. SCAG staff are available to discuss project eligibility. Links will be available on the program website once the Call is released.

Project Design

Funding Objectives

Proposed projects must address at least one of the five following funding objectives:

- (1) Accelerating infill development that facilitates housing supply, choice, and affordability
- (2) Affirmatively furthering fair housing (AFFH) by means of taking meaningful actions, in addition to combating discrimination, that overcome patterns of segregation and foster inclusive communities free from barriers that restrict access to opportunity based on protected characteristics, when considering housing
- (3) Reducing vehicle miles traveled (VMT)
- (4) Reducing greenhouse gas (GHG) emissions
- (5) Support implementation of SCAG’s adopted Connect SoCal

Applicants shall strive for innovative and impactful approaches that produce transformative, visible, and measurable projects and results. The program seeks activities that are demonstrably exemplary, and applicants can demonstrate the funds will lead to changes that support program goals and objectives, stated above (e.g., housing production, VMT reduction, AFFH, Advancing/Implementing the SCS). Definitions for all terms are found in Appendix 1: Definition of Terms.

Target Outcomes

In alignment with the funding objectives, applicants must demonstrate how the proposed project meets at least one of the following target outcomes:

- **Accelerating Infill Development that Facilitates Housing Supply, Choice, and Affordability:** Increased number of city codes and/or policies revised and/or adopted to increase infill development or investment.
- **Affirmatively Furthering Fair Housing (AFFH)**
 - o High-resource areas: Increased number of permit streamlining and/or incentive programs to increase housing affordability.
 - o Disadvantaged community areas: Increased number of anti-displacement strategies adopted and/or completed.
- **Reducing Vehicle Miles Traveled (VMT):** Increased number of multimodal plans completed and/or investments in multimodal transportation.

Note: SCAG's REAP 2.0 funding application is currently pending review and approval from the State. Target outcomes are subject to change. SCAG will work with applicants to modify target outcomes as needed.

Project Categories

Applicants may apply to one or more of the following CEEEJ project categories: (1) Housing and Land Use Strategies, and (2) Multimodal Communities. Examples are included in the bulleted list, by category. A project or plan may qualify under more than one category. Proposed project budgets are anticipated to be a minimum of \$200,000 and up to \$500,000.

1. Housing & Land Use Strategies

Projects must have a direct tie leading to the production of affordable housing and reducing VMT. Eligible activities should result in a change in behavior or a significant improvement to the existing land use pattern or other dynamics that result in accelerating infill housing production and reducing VMT.

Applicants must describe how plans support accelerated infill development, and as applicable, support AFFH. Plans accelerating infill development near jobs and other key destinations to support increasing housing choices and affordability effectively reduces VMT and greenhouse gas emissions. Example plans and projects include:

- o Affordable Housing Plans & Ordinances
- o Integrating Infill Housing into General Plan Updates
- o Integration of Environmental Justice Goals and/or Policies into General Plan Updates in support of housing production and AFFH
- o Infrastructure & Utility Financing Plans (*not including fossil fuel and natural gas*)

2. Multimodal Communities

Multimodal Communities projects should increase accessibility, mobility, resiliency, and safety. Projects are eligible when they leverage transportation planning, policies, and investment strategies that increase travel options to homes, jobs, services, and other key destinations that provide, support, or enhance Multimodal Communities. These projects must reduce the number

or length of vehicle trips. Multimodal Communities are defined as those which are served by a variety of travel options that accommodate a variety of transportation modes for the public to access daily destinations. Multimodal options can include, but are not limited to, complete street improvements for active transportation, improving access to transit, and creating high quality transit stops.

Applicants must describe and demonstrate how the plan or project reduces VMT and GHG emissions. For example, in a park and greenway plan, this may include creating safe and accessible routes to parks and green spaces that reduce the number of vehicle trips and support multimodal communities. Additionally, for a Vision Zero Plan, this may include planned street improvements that make it safer to access housing, key destinations and job centers without a car, and educational engagement campaigns that promote safe walking and biking. Example plans and projects include:

- Community E-Bike Rebates and E-Bike Share Plans & Pilots (*e-bike pilots are eligible when done alongside planning activities*)
- Highways to Boulevards and Freeway Cap Plans – Improvements for Non-Motorized Vehicles and Pedestrian Traffic (*Motorized Vehicle Infrastructure improvements are ineligible*)
- Park and Greenway Connectivity Plans
- Multimodal Corridor Studies (*alongside planning activities*)
- Transportation Accessibility and Safety Demonstration Projects (*alongside planning activities*)
- Vision Zero Policy and Programs or Safety Plans

Community Engagement Strategies are a required component of all projects funded through CEEEJ and should be integrated into the proposed project scope. Community engagement strategies may include but are not limited to the following examples:

- Cohort-Based Engagement Programs
- Community Charettes
- Community Storytelling
- Community Resiliency Playbooks & Toolkits
- [Go Human Kit of Parts Activations](#)

For additional guidance on community engagement best practices, please reference available resources on the program website. Links will be available on the program website once the Call is released.

Priority Populations

SCAG prioritizes funding in or providing direct benefit historically disadvantaged, underserved, underrepresented, and under resourced areas. CEEEJ has identified “Priority Populations” which include the designations below. These designations allow SCAG to demonstrate how CEEEJ has a significant geographic or region-wide benefit for Disadvantaged and Historically Underserved Communities. Priority Populations include:

- SB535 Disadvantaged Communities (CalEnviroScreen 4.0)
- SCAG Communities of Concern

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- TCAC/HCD Opportunity Areas (High segregation and poverty, low resource, and moderate resource communities; affordable housing production in high resource and highest resource communities will also be prioritized).
- AB 1550 Communities

Please refer to the REAP 2.0 Priority Population Mapping Tool, which will be available on the program website upon Call release, to identify if the proposed project overlaps with one or more Priority Population areas. Definitions for all terms are found in Appendix 1: Definition of Terms.

Evaluation Criteria

All project categories will be evaluated using the following scoring criterion:

- Project Design and Outcomes
- Project Need and Priority Population Benefits
- Inclusive and Equitable Engagement
- Local Partnerships

Further detail regarding how points are determined will be provided in the project application, available on the SCP project website.

Scoring Criteria		Points
General Project Information and Eligibility		Not scored
1	Project Design & Outcomes	20
1.1	Community and Vision Summary	
1.2	Funding Objectives & SCS Implementation	
1.3	Anticipated Project Outcomes	
1.4	Scope of Work & Project Feasibility	
2	Project Need & Priority Population Benefits	10
2.1	Priority Populations	
2.2	Addressing Historic/Current Inequities & Priority Population Benefit	
3	Inclusive & Equitable Engagement	10
3.1	Priority Populations Engagement & Letters of Support	
3.2	Inclusive, Diverse & Equitable Engagement	
4	Local Partnerships	10
4.1	Reciprocal Relationships and Impact	

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4.2	Governance & Decision-making	
Total Points		50

Schedule

SCP Civic Engagement, Equity & Environmental Justice	Date
Call for Applications Opens	Early 2023
Application Workshops	March 2023
Call for Applications Submission Deadline	April 2023
Proposal Review and Scoring	May 2023
Distribution of Conditional Award Letters	June 2023 (or within 60 days of applications deemed complete)
SCAG Policy Committee and Regional Council Approval of the SCP CEEEJ Rankings	July and August 2023
All Funds Must Be Committed (I.e., under purchase order/contract, etc.)	June 30, 2024
Final Work and Invoices Submitted	December 31, 2025

Contact Information

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Appendix 1: Definition of Terms

- **Infill Area:** “Infill”, the purposes of the REAP 2.0 Program, means areas where all the following apply: *(Note this is a working definition and is subject to change based on State approval)*.
 - the area consists of unused or underutilized lands
 - within existing development patterns
 - that is or will be accessible to destinations and daily services by transit, walking, or bicycling and located in either:
 - An urban center, urban corridor, or area with transit-supportive densities, or
 - An established community that meets all the following criteria:
 - The area consists or previously consisted of qualified urban uses
 - The area is predominantly surrounded (approximately 75 percent of the perimeter) by parcels that are developed or previously developed with qualified urban uses. In counting this, perimeters bordering navigable bodies of water and improved parks shall not be included, and
 - No parcel within or adjoining the area is classified as agricultural or natural and working lands.
 - Under unique circumstances, applicants may propose an alternative definition of “Infill” subject to approval by the Department and State Collaborative Partners.

- **Priority Populations:** This program prioritizes funding in areas that have been traditionally disadvantaged, underserved, underrepresented, and under resourced. These designations include:
 - **SB 535 Disadvantaged Areas** (as designated under CalEnviroScreen Version 4.0-- <https://experience.arcgis.com/experience/1c21c53da8de48f1b946f3402fbae55c/page/SB-535-Disadvantaged-Communities/>) are based on geographic, socioeconomic, public health, and environmental hazard criteria, and may include, but are not limited to, either of the following:
 - Areas disproportionately affected by environmental pollution and other hazards that can lead to negative public health effects, exposure, or environmental degradation
 - Areas with concentrations of people that are of low income, high unemployment, low levels of homeownership, high rent burden, sensitive populations, or low levels of educational attainment
 - Inclusive of Tribal Entities and Tribal Government Lands
 - **SCAG Communities of Concern:** Census Designated Places (CDP) and the City of Los Angeles Community Planning Areas (CPA) that fall in the upper one-third of all communities in the SCAG region for having the highest concentration of minority populations and low-income households
 - **TCAC/HCD Opportunity Areas:** High segregation and poverty, low resource, and moderate resource communities; High and highest resource areas that are located within infill areas shall focus on Affordable Housing production and Affirmatively Furthering Fair Housing to be considered an eligible area
 - **AB1550 Communities** (See maps applications link below: <https://webmaps.arb.ca.gov/PriorityPopulations/>) include “Low-income households” with incomes at or below 80 percent of the statewide median income or with household

incomes at or below the threshold designated as low-income by the Department of Housing and Community Development’s (HCD) State Income Limits adopted pursuant to Section 50093 (2) and “Low-income communities” are census tracts with median household incomes at or below 80 percent of the statewide median income or with median household incomes at or below the threshold designated as low-income by HCD’s State Income Limits adopted pursuant to Section 50093

- **Affirmatively Furthering Fair Housing (AFFH):** Pursuant to Government Code section 899.50, AFFH means taking meaningful actions that, taken together, address significant disparities in housing needs and in access to opportunity, replacing segregated living patterns with truly integrated and balanced living patterns, transforming racially and ethnically concentrated areas of poverty into areas of opportunity, and fostering and maintaining compliance with civil rights and fair housing laws.
- **Co-Applicant:** Non-profits and Community-Based Organizations (CBOs) with 501(c)3 status. Organizations with fiscal sponsors are eligible. Co-applicants must apply in partnership with primary applicants.
- **Primary Applicant (or Agency Applicant):** Local or regional agencies, including cities, counties, and councils of governments (COGs), transit agencies or districts, county transportation agencies, county public health agencies, and Tribal Entities. If the project is located in an infill area, Housing Authorities, Natural resource or public land agencies, Public academic institutions, School districts, Special districts, and regional housing trust funds are eligible as primary applicants.
- **Special District:** Limited purpose local governments entities, separate from cities and counties, providing focused public services such as fire protection, sewers, water supply, electricity, parks, recreation, etc.
- **Natural Resource or Public Resource Agencies:** Federal, State, or local agency responsible for natural resources or public land administration.

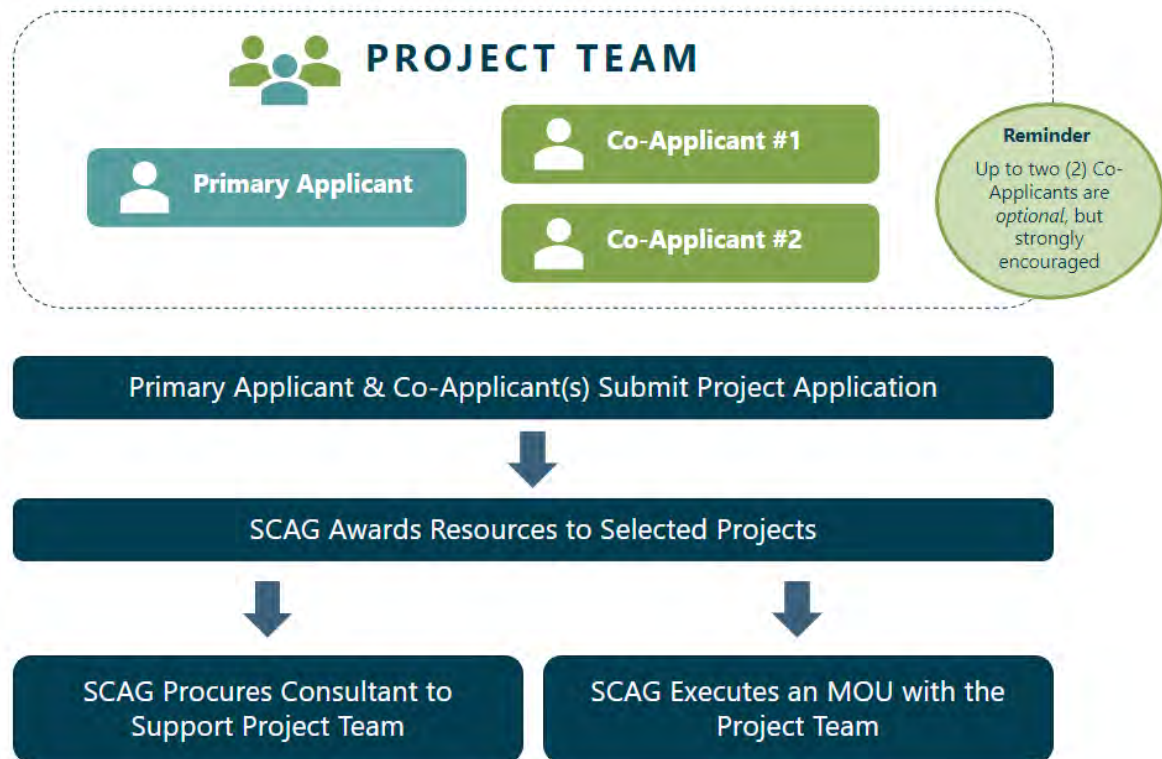
Appendix 2: Partnership Structure

This Call for Applications encourages co-applicant partnerships to support equity, local engagement, and collaboration. Upon award, co-applicants listed on the application will enter a joint Memorandum of Understanding (MOU) agreement with SCAG , the primary applicant, and the consultant to outline roles, responsibilities, the scope of work, and payment structure for each co-applicant. SCAG will also procure a consultant on behalf of the primary applicant to support the project and the co-applicant partnership.

Under a primary and co-applicant partnership, co-applicants would be compensated to lead key elements of the project. In addition, a consultant team would be procured to perform identified work on behalf of the primary and co-applicant partnership. A graphic visual of the co-applicant structure is included below.

SCAG may evaluate the risks to the program posed by each co-applicant to assess a co-applicant’s ability to manage award funds pursuant to the requirements prescribed in the applicable funding guidelines. In some circumstances, special grant conditions may be imposed to mitigate anticipated risks. Each co-applicant may be required to furnish documentation to SCAG for this evaluation. The proposed payment method is based on a milestone payment, subject to the approval of the State. SCAG will perform a cost analysis of the proposed budget and will pay the co-applicant based on a milestone payment schedule as outlined in the MOU agreement.

As part of the evaluation process, this program encourages equitable partnerships between local agencies and CBOs. Key elements of equitable partnerships should include reciprocal, mutually beneficial relationships, balanced and clear roles and responsibilities, an equitable decision-making structure where each partner is closely involved in all decisions affecting the project, and power dynamics are recognized and addressed. The budget for the co-applicant(s) should reflect the roles and responsibilities described in the application and outlined in the scope of work. The partnership shall also seek to support long-term collaborative relationship building between partners and with the community.



Appendix 3: Applicant Eligibility

Community-Based Organization (CBO) or Nonprofit

	Infill Area
--	-------------

		Yes, my proposed project is located in an infill area	No, my proposed project is not located in an infill area
Project Category	Housing and Land Use Strategies	Eligible as co-applicant only	Likely ineligible
	Multimodal Communities	Eligible as co-applicant only	Eligible as co-applicant only

County Public Health Agency, County Transportation Agency, Local or Regional Agency, Transit Agency or District, or Tribal Entity

		Infill Area	
		Yes, my proposed project is located in an infill area	No, my proposed project is not located in an infill area
Project Category	Housing and Land Use Strategies	Eligible as primary or co-applicant	Likely ineligible
	Multimodal Communities	Eligible as primary or co-applicant	Eligible as primary or co-applicant

Housing Authority, Natural Resource or Public Lands Agency, Public Academic Institution, School District, Special District

		Infill Area	
		Yes, my proposed project is located in an infill area	No, my proposed project is not located in an infill area
Project Category	Housing and Land Use Strategies	Eligible as primary or co-applicant	Likely ineligible
	Multimodal Communities	Eligible as primary or co-applicant	Eligible as co-applicant only

Local or Regional Housing Trust Fund

		Infill Area	
		Yes, my proposed project is located in an infill area	No, my proposed project is not located in an infill area
Project Category	Housing and Land Use Strategies	Eligible as primary or co-applicant	Likely ineligible
	Multimodal Communities	Eligible as primary or co-applicant	Likely ineligible



Connect SoCal SCP Call #4: Civic Engagement, Equity & Environmental Justice (CEEEJ)

Hannah Brunelle
Planning Strategy Department

WWW.SCAG.CA.GOV



Agenda

1. **Sustainable Communities Program (SCP) & Call for Applications Overview**
2. **Goals & Objectives**
3. **Applicant & Project Eligibility**
4. **Partnership Opportunities**
5. **Proposed Scoring Criteria**
6. **Timeline**

Sustainable Communities Program Overview

- Since 2005, the Southern California Association of Governments (SCAG) has provided resources and direct technical assistance to local jurisdictions via the Sustainable Communities Program (SCP).
- SCAG will release a fourth Call for Applications for programs and projects prioritizing **Civic Engagement, Equity & Environmental Justice** in **early 2023**.

SCP CEEEJ Goals & Objectives



Support the development of plans to close the **racial equity gap**.



Support a **range of eligible** land use and transportation activities.



Prioritize efforts that benefit **Communities of Concern, SB 535 Disadvantaged Communities, and other Priority Populations**.



Encourage **equitable partnerships** between community-based organizations (CBOs) and local governments.

Funding Objectives

- This program is anticipated to include up to \$5M (*pending approval*) through a mix of funding sources.
- Projects must be transformative and meet at least one of the following objectives:



Affirmatively
Furthering Fair
Housing



Accelerate Infill
Housing



Reduce Vehicle
Miles Traveled



Reduce
Greenhouse Gas
Emissions



Support
Implementation
of Connect SoCal

Program Outreach



Priority Populations

Focuses geographic and region-wide benefits for **Disadvantaged and Historically Underserved Communities**

SB535 Disadvantaged Communities
(CalEnviroScreen 4.0)

TCAC/HCD Opportunity Areas

SCAG Communities of Concern

AB 1550 Communities

Project Eligibility

Applicants are encouraged to apply to one or more of the following categories:



Housing & Land Use Strategies

Affordable Housing Plans & Ordinances

Integrating Infill Housing into General Plans



Multimodal Communities

Vision Zero Policy and Programs or Transportation Safety Plans

Multimodal Corridor Studies

Proposed Definition of Infill

"Infill", for the purposes of the REAP 2.0 Program, means areas where all the following apply:

- ✓ (1) the area consists of unused or underutilized lands, **AND**
- ✓ (2) within existing development patterns, **AND**
- ✓ (3) that is or will be accessible to destinations and daily services by transit, walking, or bicycling
AND is located in either (a) or (b):

a. A community or neighborhood center, corridor with existing development patterns, or area with transit-supportive densities.

OR

b. An established community that meets **ALL** the following criteria:

- + The area consists or previously consisted of qualified urban uses
- + The area is predominantly surrounded (approx. 75% of the perimeter) by parcels that are developed or previously developed with qualified urban uses, and
- + No parcel within is classified as agricultural or natural and working lands.

Co-Applicant Partnership Structure

Primary Applicants are encouraged to apply in partnership with up to two Co-Applicant(s)



- Co-Applicants would be compensated to lead key elements of the project via an MOU with SCAG
- A Consultant team will be procured to support the work

Applicant Eligibility

Primary Applicant

- Cities and Counties
- County Transportation Agencies
- Transit Agencies
- Tribal Entities
- Natural Resources or Public Land Agencies
- Public Academic Institutions
- School Districts
- Special Districts
- Regional Housing Trust Funds
- Housing Authorities

Co-Applicant

- Community Based Organizations (CBOs)
- Non-Profits
- All primary applicants are also eligible as co-applicants

-  Eligible as primary applicant for all funding
-  Eligible as a primary applicant for REAP 2 funds only
-  Must be a registered 501c3 or have a Fiscal Sponsor

Proposed Scoring Criteria*



**Pending approval*

CEEEJ Timeline*



**subject to change*



THANK YOU!

For more information, please visit:

<https://scag.ca.gov/scp>

Hannah Brunelle
brunelle@scag.ca.gov
(213) 236-1907



AGENDA ITEM 3
REPORT

Southern California Association of Governments
January 5, 2023

To: Energy and Environment Committee (EEC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: Rachel Wagner, Senior Government Affairs Officer
(213) 236-1960, wagner@scag.ca.gov

Subject: Energy and Environment Committee Outlook and Future Agenda Items

RECOMMENDED ACTION:

Receive and File

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians.

EXECUTIVE SUMMARY:

The draft Policy Development Framework (“Framework”) for Connect SoCal 2024 was presented to the Energy and Environment Committee on April 7, 2022. Following the Regional Council adoption of the Framework on June 2, 2022, staff developed a 12-month look ahead for the EEC, to realize the goals and discussions committed to in the Framework and develop consensus around the policy priorities that will become final recommendations in Connect SoCal 2024. The look-ahead was also provided to the Executive Administration Committee (EAC) at the 2022 EAC Retreat and additional items were added in consultation with the EEC Chair and Vice-Chair to facilitate the implementation of Connect SoCal 2020 and provide updates to keep the committee apprised of federal and state policies and programs related to the committee’s work.

The attached revised look ahead for the EEC provides updated information for the remainder of FY 2023. The look-ahead will be updated monthly as a receive & file item, reflecting agenda items covered and any modifications needed.

BACKGROUND:

What is Connect SoCal 2024?

SCAG prepares a long-range RTP/SCS every four years which provides a vision for integrating land use and transportation for increased mobility and more sustainable growth.

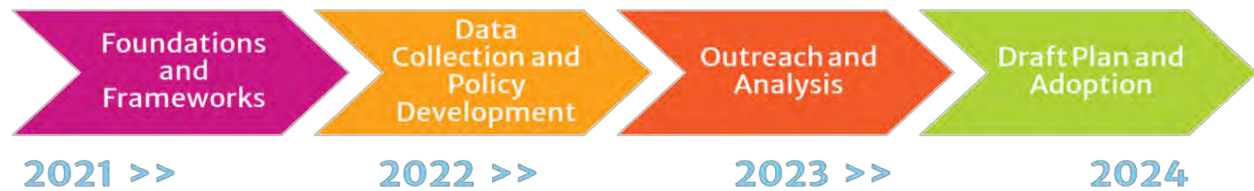
SCAG’s next RTP/SCS, Connect SoCal 2024, will incorporate important updates of fundamental data as well as enhanced strategies and investments based on, and intended to strengthen, the plan

adopted by the SCAG Regional Council in 2020. The pillars of Connect SoCal—the *Core Vision* and *Key Connections*—are anticipated to continue into the next plan. The *Core Vision* centers on maintaining and better managing the transportation network we have for moving people and goods, while expanding mobility choices by locating housing, jobs and transit closer together and increasing investment in transit and complete streets. The *Key Connections* augment the *Core Vision* of the plan to address trends and emerging challenges. These *Key Connections* lie at the intersection of land use, transportation and innovation to accelerate progress on regional planning goals. For this plan development cycle, SCAG staff will focus on process improvements and data updates and refinements. However, in developing Connect SoCal, SCAG must continue to monitor and reexamine trends and emerging issues in order to put forth a plan that addresses the region’s evolving needs, challenges and opportunities. Thus the plan will be augmented with consideration of emerging issues, to be discussed through three Policy Subcommittees in Winter 2022.

Connect SoCal 2024: Status Update

Staff is continuing with research to better understand the trends and existing conditions in the region. This phase also includes steps to understand the existing conditions and planning occurring at the local jurisdiction level through the Local Data Exchange process and engagement with County Transportation Commissions on the Project List later this year. Over the course of the next year and in the first half of 2023, SCAG staff will be seeking direction from our policy makers, through the relevant Policy Committees and three special Policy Subcommittees, on the priorities and strategies for Connect SoCal 2024 to augment and help better align plans and investments across the region.

Phases of Connect SoCal 2024 Development



Policy Development Framework for Connect SoCal 2024

In July 2021, the Executive Administration Committee convened for a strategic planning session. One action identified during that session was to create a Policy Development Framework for Connect SoCal 2024, in particular as a strategy to engage SCAG’s Policy Committees in the data, emerging issues and policy recommendations that will be presented in the plan. The draft Policy Development Framework (“Framework”) for Connect SoCal 2024 was presented to the Energy and Environment Policy Committee (EEC) on April 7, 2022 and was adopted by the Regional Council at the June 2, 2022 meeting. In furtherance of the adopted Policy Development Framework, staff developed “look aheads” for each of the three Policy committees (EEC, CEHD, and TC) organized around three areas: Connect SoCal, Local Assistance Program and Regional Updates.

EEC COMMITTEE 12-MONTH LOOK AHEAD AND FRAMEWORK

Building on the Policy Framework and the commitment to creating more transparency and engagement in the policy development process, staff developed a 12-month look ahead for the Energy and Environment (EEC) Policy Committee to provide a framework and approach to the committee's agenda from July 2022 through July 2023, and to present an overview of future topics.

The framework organizes content into three programmatic areas:

- 1. *Connect SoCal:*** Items within this area will center on the plan development process for 2024 and discussion of key policy issues and emerging trends for the 2024 Sustainable Communities Strategy portion of Connect SoCal. Presentations will offer best practices, lessons learned and emerging trends in key policy areas centered on fulfilling the agencies environmental requirements and meeting the region's sustainability goals with a focus on resource conservation and environmental justice. To this end, the committee received a series of presentations in 2022 on the state of water, energy, air quality, natural lands and environmental challenges to provide the planning context to inform land-use strategies, environmental analysis, and mitigation measures to be considered in Spring 2023.
- 2. *Local Assistance Program:*** In this programmatic area, staff provided informational and action items related to programs that provide assistance to regional and local partners. Currently, the main programs that will be highlighted through the EEC committee are: the Sustainable Communities Program Call for Projects to support Civic Engagement, Equity and Environmental Justice Projects; and the development of a Regional Advance Mitigation Planning White Paper and Policy Framework to align the future Greenprint tool with policy objectives. The committee will also receive periodic updates on the overall status of REAP 2 and funds available to local partners to support Connect SoCal implementation.
- 3. *Regional Updates:*** This programmatic area will focus on federal and state policies and programs, and research and analysis of regional issues that can inform better planning and decision-making around environmental issues. This will include updates and review of the regional implications of the California Air Resource Board's Draft 2022 Scoping Plan, which assesses progress toward the statutory 2030 target to reduce greenhouse gas emissions, while laying out a path to achieving carbon neutrality no later than 2045.

The look ahead is tracked to when the draft 2024 Connect SoCal will be published. Staff will ensure that the various policy and strategy recommendations in Connect SoCal 2024 will be reviewed and discussed by SCAG's policy committees by July 2023, as the draft plan will be seeking feedback through broader public participation channels beyond that date. This look ahead is a draft and



topics and panels may change based on speaker availability, progress on the targeted programs, and other requests from the Committee Chair and Vice Chair as well as members.

The EEC Agenda Outlook for FY 2023 is included as Attachment 1.

FISCAL IMPACT:

Work associated with this item is included in the FY 22-23 Overall Work Program (310.4874.01: Connect SoCal Development).

ATTACHMENT(S):

1. EEC Policy Committee Outlook 01_23 Update

EEC Committee Agenda Outlook for FY 2023

Anticipated major actions and information items. Does not include all Receive/File and Program Updates.

Date	Connect SoCal	Local Assistance Program	Regional Update
July to Sept	<ul style="list-style-type: none"> ü Draft Goals and Performance Measures ü Equity Analysis Update—Performance Measures ü Transportation Conformity Challenges ü Planning Context: Water Resilience ü Green Region Resource Areas • Regional Resilience Framework (Moved to Subcommittee) ü Connect SoCal 2024 PEIR: CEQA Documentation Initiation • Final 2022 Air Quality Management Plan Appendix IV-C RTP/SCS and Transportation Control Measures (Moved to January: Receive and File) ü Transportation Conformity Analyses of Proposed Final 2023 FTIP, Proposed Final 2020 Connect SoCal Amendment #2 	<ul style="list-style-type: none"> • Sustainable Communities Program: Civic Engagement, Equity, and EJ Projects: Approve Final Guidelines (Moved to January) 	<ul style="list-style-type: none"> • Scoping Plan (Moved to February) • SB 150 Report (Moved to February) ü Climate Emergency Resolution Quarterly Update ü Racial Equity Baseline Conditions Report: 2022 ü EEC 12-month lookahead
Oct to Dec	<ul style="list-style-type: none"> ü Planning Context: Energy ü Planning Context: Natural & Working Lands ü Li Battery Recycling Group Report Overview • Planning Context: Brownfields (Moved to February) ü Request to Release Connect SoCal 2024 PEIR Notice of Preparation ü Local Data Exchange (LDX) Update • Transportation Conformity Analyses of Draft 2023 FTIP Modeling Amendment and Draft 2020 Connect SoCal Amendment #3 (Moved to January) 	<ul style="list-style-type: none"> • Regional Advance Mitigation Planning White Paper and Policy Framework (Moved to January) 	<ul style="list-style-type: none"> ü Climate Emergency Resolution Quarterly Update

EEC Committee Agenda Outlook* for FY 2023

*Anticipated major actions and information items. Does not include all Receive/File and Program Updates.

Date	Connect SoCal	Local Assistance Program	Regional Update
Jan	<ul style="list-style-type: none"> Transportation Conformity Analyses of Draft 2023 FTIP Modeling Amendment and Draft 2020 Connect SoCal Amendment #3 Planning Context: Climate Adaptation & Resilience (Moved to Subcommittee report back March JPC) Strategies for Clean Transportation Technologies (Policy to be recommended by ETC report back April) 	<ul style="list-style-type: none"> Regional Advance Mitigation Planning White Paper and Policy Framework Sustainable Communities Program: Civic Engagement, Equity, and Environmental Justice Projects: Approve Final Guidelines 	<ul style="list-style-type: none"> Climate Emergency Resolution Quarterly Update Final 2022 Air Quality Management Plan Appendix IV-C RTP/SCS and Transportation Control Measures (Presentation at RC) Scoping Plan
Feb	<ul style="list-style-type: none"> Planning Context: Brownfields Sustainable Communities Strategy Technical Methodology Submittal to CARB 	<ul style="list-style-type: none"> REAP 2.0 Program Development Progress Report 	
March (JPC)	<ul style="list-style-type: none"> <u>Joint Policy Committee (No Regular Committees): Connect SoCal 2024 Subcommittee Recommendations (Action)</u> 		
April	<ul style="list-style-type: none"> Equity Analysis Update PEIR Mitigation Measures PEIR Alternatives Update 	<ul style="list-style-type: none"> REAP 2.0 Program Development Progress Report Electric Vehicle Planning Study: Final Report 	<ul style="list-style-type: none"> Water Resolution Update Sustainable Development and Water—Drought Tolerant Landscaping; Ground Water Infiltration
June	<ul style="list-style-type: none"> Forecasted Development Pattern-Input Assessment and Recommendations Strategies for Land-Use: Natural and Farmland Conservation (Carbon Sequestration Speaker) Strategies Climate Adaptation and Resilience 		
July	<ul style="list-style-type: none"> Strategies for Land-Use: Housing Support Infrastructure (Water & Energy) Connect SoCal 2024 Policy Framework 		

Other Items To Be Scheduled:

- Sustainable Communities Program: Civic Engagement, Equity, and EJ Projects: Approve Projects



AGENDA ITEM 4
REPORT

Southern California Association of Governments
January 5, 2023

To: Community Economic & Human Development Committee (CEHD)
Energy & Environment Committee (EEC)
Transportation Committee (TC)
Regional Council (RC)
From: Sarah Jepson, Chief Planning Officer
213-236-1955, jepson@scag.ca.gov
Subject: Final 2022 Air Quality Management Plan (AQMP)

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION FOR CEHD, EEC, AND TC:

Receive and File

RECOMMENDED ACTION FOR RC:

Information Only – No Action Required

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians.

EXECUTIVE SUMMARY:

Pursuant to federal and state law, the South Coast Air Quality Management District (South Coast AQMD) is the lead agency responsible for developing the air quality management plan (AQMP) to attain federal and state ambient air quality standards within its jurisdiction. On December 2, 2022, the Governing Board of the South Coast AQMD adopted its Final 2022 AQMP. Dr. Sarah Rees, South Coast AQMD Deputy Executive Officer, will present an overview of the 2022 AQMP to the Regional Council.

BACKGROUND:

Pursuant to the federal Clean Air Act (CAA), the South Coast AQMD's 2022 AQMP has been prepared primarily to attain the federal 2015 8-hour ozone national ambient air quality standard in the South Coast Air Basin which includes Orange County and non-desert portions of Los Angeles, Riverside, and San Bernardino counties, as well as in the Coachella Valley. As required by state law, the 2022 AQMP was jointly prepared by three responsible agencies to integrate their respective comprehensive control strategies and measures: the South Coast AQMD, the lead agency, the California Air Resources Board (ARB), and SCAG.

The 2022 AQMP is a regional blueprint for achieving the federal air quality standards and healthful air in the South Coast region. It contains multiple goals promoting reduction of criteria air pollutants as well as co-benefits of reducing greenhouse gas emissions and toxic air contaminants. To maximize air quality benefits and co-benefits of greenhouse gas emissions reductions, the 2022 AQMP incorporates an aggressive and broad-based zero-emissions control strategy and necessary infrastructure, where technologically and economically feasible, and promotes accelerated deployment of cleanest possible technologies, best management practices, co-benefits from existing programs, incentives, and other CAA Section 182(e)(5) “black box” measures to include the development and deployment of future technologies.

The 2022 AQMP includes nearly 50 stationary, area source, and mobile source control measures. The control strategies reflect an integrated approach and include fair-share emission reductions at the federal, state, and local levels. Notably, the 2022 AQMP identifies the critical need for federal actions over sources that only the federal government has regulatory purview over (i.e., aircraft, locomotives, ocean-going vessels, international and out-of-state trucks, and pre-empted off-road equipment).

The 2022 AQMP demonstrates attainment of the 2015 8-hour ozone standard by the federal attainment deadline (2037) in the South Coast Air Basin and Coachella Valley through adoption of all feasible measures. The annual average cost of implementing the 2022 AQMP is estimated to be about \$2.85 billion with a job impact ranging from 17,000 to 29,000 jobs forgone in an economy with more than 10 million jobs. However, the implementation of the 2022 AQMP is expected to yield much greater public health benefits, estimated to be about \$19.4 billion annually by 2037 by avoiding an annual average of 1,500 premature deaths, as well as 8,700 fewer hospitalizations, 1,450 fewer emergency room visits, and nearly 163,000 fewer days of absences from work and school.

The 2022 AQMP includes an important component relevant to regional transportation planning and federal transportation conformity requirements, the motor vehicle emissions budgets, which set an upper limit for emissions from on-road transportation activities. Upon approval by the U.S. EPA, the emissions budgets established as part of the 2022 AQMP process and adopted in the final State Implementation Plan (SIP) will become the functioning emissions budgets for transportation conformity for the South Coast region for future regional transportation plans, federal transportation improvement programs, and amendments or updates to such plans/programs.

The development of the 2022 AQMP is a result of three-year public process by multi-agencies with extensive stakeholder outreach and participation. The extensive public process included the preparation of five policy briefs, a control measure workshop, and over 200 meetings. SCAG’s role in the 2022 AQMP development process includes providing the socio-economic growth forecast and regional transportation demand model output data to the South Coast AQMD for use in estimating

and forecasting emission inventories and air emission modeling; and providing vehicle activity data to the ARB for use in developing on-road emissions. SCAG has provided the data to the respective agencies.

In addition to the technical data, SCAG is also responsible for writing a portion of the 2022 AQMP on the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and Transportation Control Measures (TCMs) as they relate to the region's air quality. The document, commonly referred to as "Appendix IV-C," primarily includes an overview of the adopted Connect SoCal 2020 (2020 RTP/SCS); a list of committed TCMs in the South Coast Air Basin that are federally enforceable and subject to timely implementation; and pursuant to the federal CAA requirements, an analysis of reasonably available TCMs.

At its meeting on February 3, 2022, the Regional Council (RC) approved transmittal of the Draft Appendix IV-C to the South Coast AQMD for inclusion in the Draft 2022 AQMP, as recommended by the Energy and Environment Committee (EEC) at its meeting on January 6, 2022. The Draft Appendix IV-C was subsequently released for public review and comment as part of the Draft 2022 AQMP from May 6 through July 22, 2022. The Appendix IV-C was then released for a second round of public review and comment as part of the Revised Draft 2022 AQMP on September 2 through October 18, 2022. The South Coast AQMD also held five regional workshops from October 12 through October 20, 2022 to discuss and solicit public input on the Revised Draft 2022 AQMP, including the Appendix IV-C. No public comments were received on the Appendix IV-C during both rounds of public review.

At its meeting on November 3, 2022, the RC approved transmittal of the Final Appendix IV-C to the South Coast AQMD, subject to final public comments on the Appendix IV-C, as recommended by the EEC on the same day. Subsequently, the Final Appendix IV-C was forwarded to the South Coast AQMD for inclusion in the Final 2022 AQMP. The Final 2022 AQMP, including the Appendix IV-C, was adopted by the South Coast AQMD Governing Board on December 2, 2022. No public comments were received on the Final Appendix IV-C during the adoption public hearing.

The Final 2022 AQMP, including the Appendix IV-C, will be submitted to ARB for approval into the SIP and subsequently submitted to EPA in early 2023. EPA must act on the 2022 AQMP within 18 months of the submission.

For more information about the 2022 AQMP, visit: <http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan>.

FISCAL IMPACT:

Work associated with this item is included in the Fiscal Year 2022-2023 Overall Work Program (23-025.0164.01: Air Quality and Conformity).

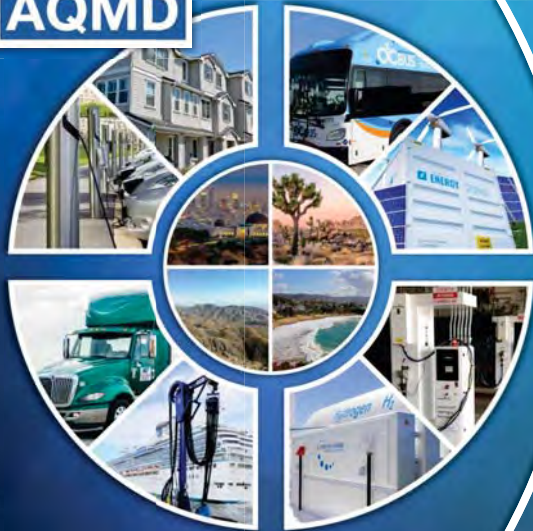


ATTACHMENT(S):

1. PowerPoint Presentation - 2022 South Coast Air Quality Management Plan (AQMP)



2022 AIR QUALITY MANAGEMENT PLAN



Southern California Association of Governments
Regional Council Meeting

January 5, 2023

2022 Air Quality Management Plan (AQMP)

- South Coast AQMD is required by federal law to develop an AQMP to meet federal air quality standards
- In 2015, U.S. EPA tightened the ozone standard, triggering the need to develop a new AQMP
 - South Coast Air Basin: "Extreme" nonattainment
 - Coachella Valley: "Severe" nonattainment
- 2022 AQMP provides the blueprint of how the region will meet the 2015 ozone standard by 2037
- 2022 AQMP and all supporting documents are available online at: <http://www.aqmd.gov/2022aqmp>
 - Includes CARB State SIP Strategy and SCAG Transportation Control Measures



Key Components of the 2022 AQMP

South Coast AQMD's stationary and mobile source measures

CARB's mobile source measures

SCAG's 2020 RTP/SCS and transportation control measures

Over 3-year Process with Public Participation



Our Challenge



Los Angeles c. 1950

Our region has historically suffered from some of the worst air quality in the United States

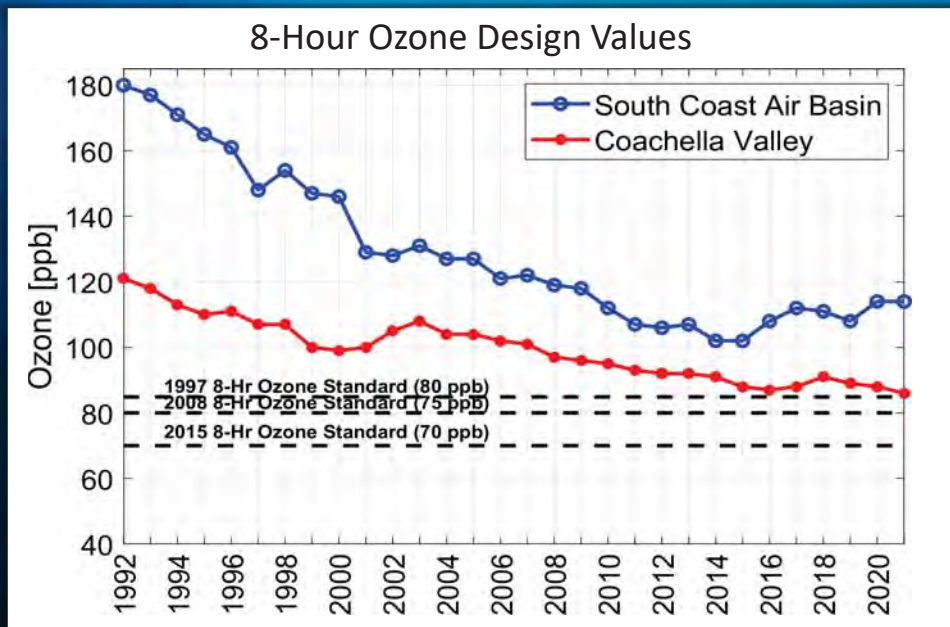


Los Angeles Recent Condition (2018)

We have made significant progress, but still suffer from poor air quality

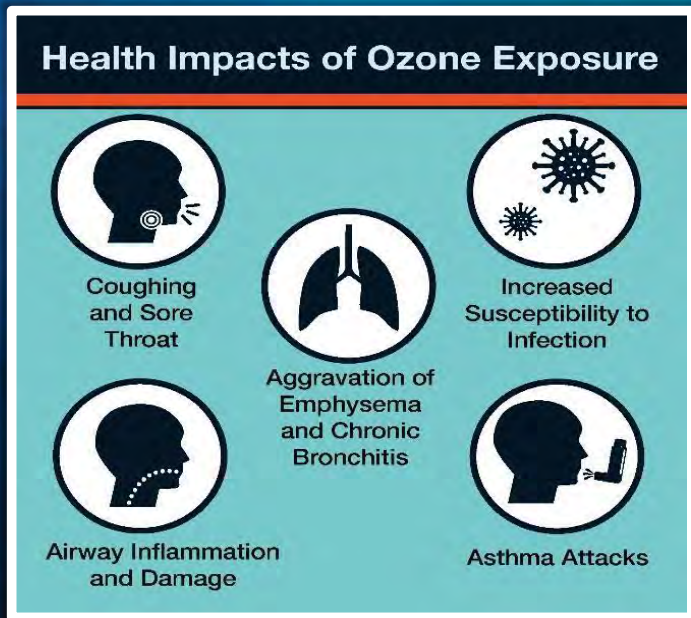
- Worst ozone (smog) in the nation
- Among the worst fine particulate matter (PM2.5)

Ozone Trends in the South Coast Air Basin



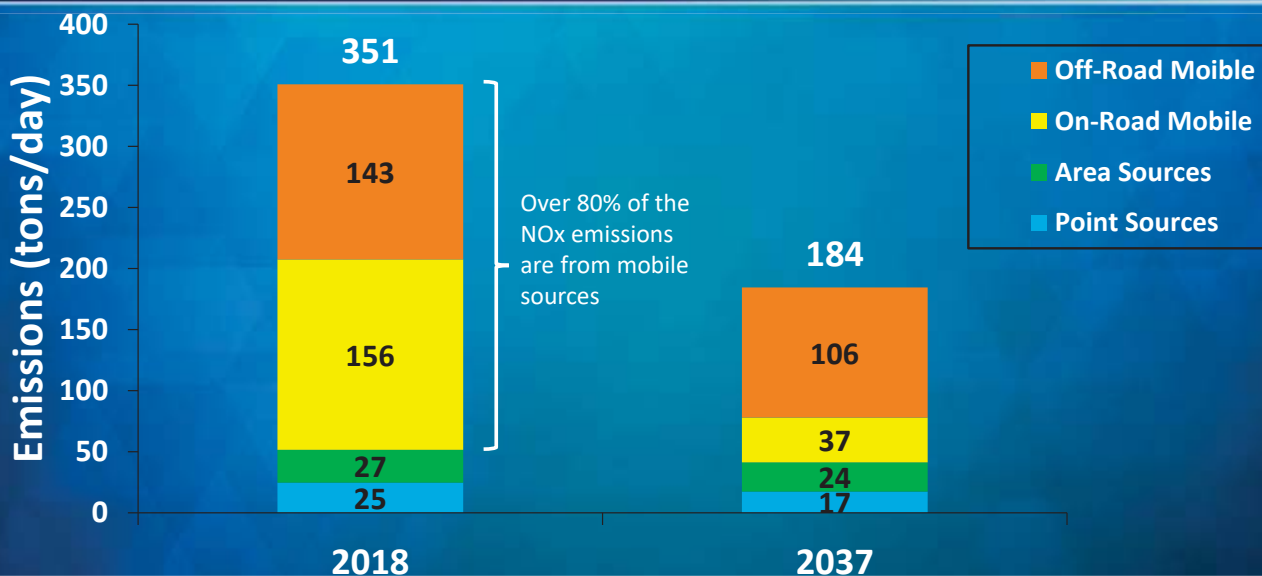
- Overall air quality has dramatically improved
- High ozone in recent years were due to adverse meteorology. Continued emission reductions will improve ozone

Health Impacts of Ozone



- Ozone precursor pollutants also increase fine particulate (PM2.5) pollution
- PM2.5 can cause **premature death** in addition to other serious health effects

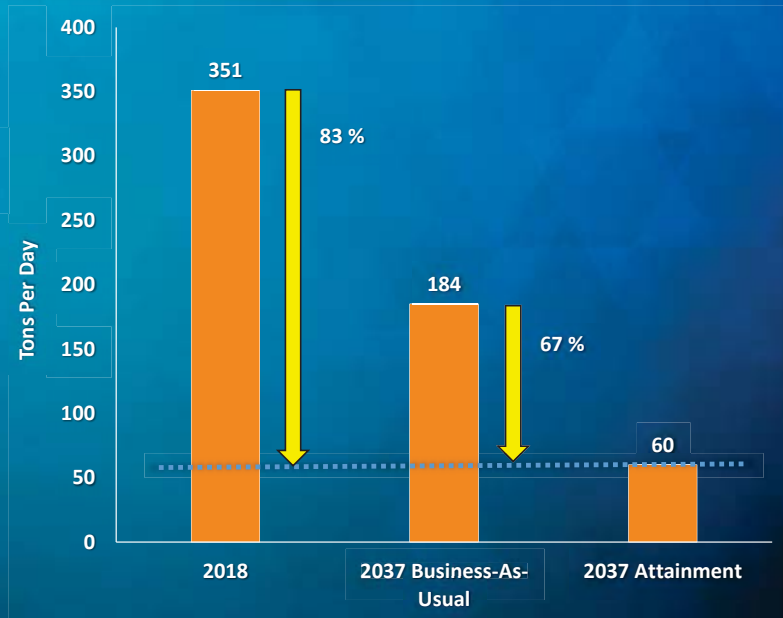
NOx Baseline* Emissions by Source Category



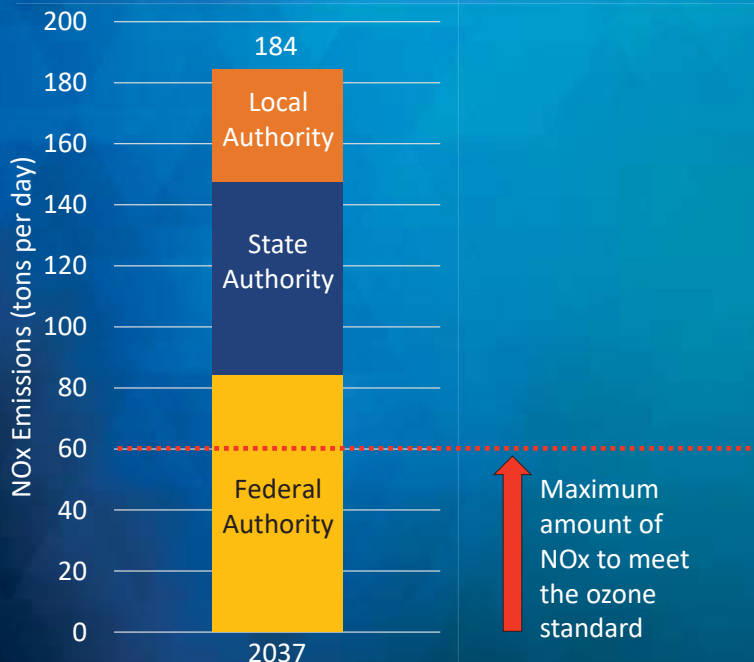
*Baseline emissions reflect growth and control from existing rules and regulations

Need to Reduce NOx Emissions

- The primary pollutant that must be controlled to reduce ozone in our region is nitrogen oxides (NOx)
- NOx is formed during processes that burn fuels
- NOx must be reduced to 60 tons per day to meet the ozone standard
 - 83% below current conditions
 - 67% below Business-As-Usual conditions in 2037



Need to Address Federal Sources



- More than 1/3 of the 2037 baseline emissions inventory is regulated primarily under federal and international jurisdiction, with limited authority for CARB/South Coast AQMD
 - Ships, aircraft, locomotives, etc.
- Attainment is not possible without significant reductions from these sources

Innovative Approaches Needed

- Traditional approach relies on additional tailpipe/exhaust stack controls, new engines technology, or fuel improvements tailored to individual use cases
- These traditional approaches will not reduce emissions by the amount needed
- We must turn to zero emission and advanced technologies wherever possible



Overview of South Coast AQMD Mobile Source Controls



Overview of CARB's Mobile Source Controls



On-Road

- Advanced Clean Fleets Regulation
- Zero-Emission Trucks

Off-Road

- Tier 5 Off-Road Engine Standard
- Amend In-Use Diesel-Fueled Fleets Regulation

Primarily Federally-Regulated

- Future Measures for OGV Emissions Reductions

Public Health Benefits

Annual Public Health Benefits (examples of avoided outcomes)



Annual Monetized Public Health Benefit (2025-2037)



- 74% of benefit from avoided premature death due to reduced PM2.5

Next Steps

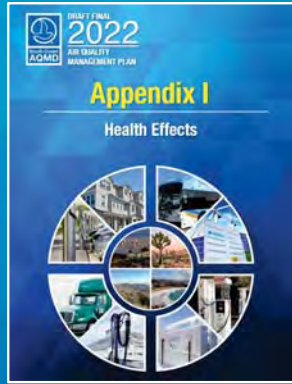
CARB Board
Adoption
(January 26,
2023)

U.S. EPA Review
and Approval

Implementation
with Stakeholder
Participation

Backup Slides

2022 AQMP and Supplemental Documents



Appendices I-VII

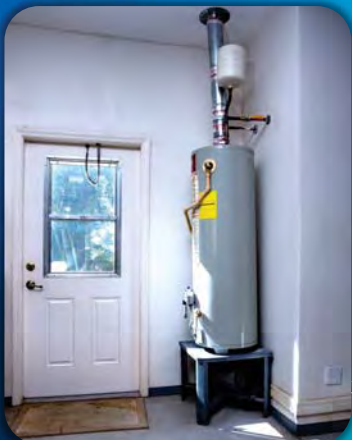


Program Environmental Impact Report



Policy Briefing Papers

Stationary and Area Sources NOx Control Measures



Residential Combustion
Water/Space/Heating/
Cooking/Others



Commercial Combustion
Water/Space/Heating/
Cooking/Others



Industrial Combustion
Boilers/Process Heaters/
Refineries/EGUs/Etc.

Federal Action is the Only Way to Attain

It is infeasible for the region to meet the standard even if South Coast sources are eliminated without additional federal action



Emissions from federal sources are growing – from 28% of 2018 emissions to 46% of 2037 emissions



Partner with White House, Congress, and multiple federal agencies to reduce emissions





AGENDA ITEM 5
REPORT

Southern California Association of Governments
January 5, 2023

To: Community Economic & Human Development Committee (CEHD)
Transportation Committee (TC)
Energy and Environment Committee (EEC)
From: Sarah Dominguez, Planning Supervisor
(213) 236-1918, dominguezs@scag.ca.gov
Subject: CARB Final 2022 Scoping Plan

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION FOR CEHD, EEC, AND TC:

Receive and File

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 2: Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy.

EXECUTIVE SUMMARY:

On December 15, 2022, the California Air Resources Board finalized the 2022 Climate Change Scoping Plan for Achieving Carbon Neutrality (Scoping Plan). The update to the Scoping Plan reflects California’s goal to assess progress towards the Senate Bill (SB) 32 target of reducing GHG emission to at least 40 percent below 1990 levels in 2030, and to achieve climate neutrality by 2045. Revisions from the Draft 2022 Scoping Plan include increased per capita vehicle miles traveled (VMT) reduction targets and an added section entitled “Partnering with Tribes.” There are no immediate impacts to SCAG but staff will continue to monitor related changes to state regulations, programs or policies.

BACKGROUND:

In 2006, the Legislature passed the California Global Warming Solutions Act of 2006 (Assembly Bill 32), which required the California Air Resources Board (CARB) to develop a Scoping Plan to describe how California can reduce greenhouse gas (GHG) emissions in California to 1990 levels by 2020. Then in 2016, the Legislature passed Senate Bill 32 which added a new target of 40 percent reduction from 1990 levels by 2030. CARB is required to update the Scoping Plan at least once every 5 years. The first Scoping Plan was adopted in 2008, followed by updates in 2013 and 2017. In September 2022, the Legislature passed Assembly Bill 1279 which requires the state to achieve net zero GHG emissions no later than 2045 and reduce GHG emissions by 85 percent below 1990 levels by 2045.

On December 15, 2022 the California Air Resources Board voted to approve the Final 2022 Climate Change Scoping Plan for Achieving Carbon Neutrality (Scoping Plan). The Scoping Plan is an actionable statewide blueprint to achieve climate goals and is directed to achieve the maximum, technologically feasible and cost-effective greenhouse gas emission reductions. It does not include detail about individual programs or regulation design, and does not supplant or create new statutes or regulations.

Following the adoption of the Scoping Plan, state agencies and CARB will examine their regulations, programs and policies to assess alignment with the Scoping Plan and identify changes needed to be on track to reach the state's climate goals. Any changes to existing or proposals for new programs, policies or regulations will each have their own detailed public process and analysis.

The 2017 Climate Change Scoping Plan was developed while SCAG was working with CARB on the SB 375 GHG target update process. The 2017 Scoping Plan had noted that stronger GHG reduction targets were needed to meet state goals, but that there was also a gap between what could be achieved through SB 375 alone. This updated 2022 Scoping Plan will provide the context for the next SB 375 target update process to occur by 2026.

SCAG Comments on the Draft 2022 Scoping Plan

During the preparation of the 2022 Scoping Plan, SCAG submitted two comment letters. In July 2021, SCAG submitted a comment letter to CARB regarding the Scoping Plan update to provide suggestions and considerations during plan preparation. In June 2022, SCAG submitted a comment letter on the Draft 2022 Scoping Plan, focused on the actions identified in "Appendix E: Sustainable and Equitable Communities" (see attached). The June 2022 letter also included overarching comments suggesting that CARB better leverage technology, provide further support for VMT reduction targets, and discuss cost and tradeoffs of proposed actions.

Final Scoping Plan

On November 16, 2022 CARB released the final 2022 Scoping Plan. Revisions from the draft 2022 Scoping Plan include a new section entitled "Partnering with Tribes" to stress the importance of working with tribes. The final 2022 Scoping Plan also includes increased per capita VMT reduction targets to reduce passenger vehicle VMT to 25 percent below 2019 levels by 2030 (compared to 12 percent in the draft) and 30 percent below 2019 levels by 2045 (compared to 22 percent in the draft). The final version reflected only one change requested by SCAG which was to limit the constraint on locally approved sales tax measures. SCAG staff will continue to engage with CARB staff and other state agencies as the actions identified in "Appendix E" progress into program changes or regulatory action.



FISCAL IMPACT:

Work associated with this item is included in the FY 22-23 Overall Work Program (310.4874.01: Connect SoCal Development).

ATTACHMENT(S):

1. SCAG Comment Letter: Draft 2022 Scoping Plan



June 24, 2022

Liane Randolph
California Air Resources Board
1001 I Street
Sacramento, CA 95814

Subject: Draft 2022 Climate Change Scoping Plan

Dear Chair Randolph:

On behalf of the Southern California Association of Governments (SCAG), we want to thank you for the opportunity to comment on the Draft 2022 Climate Change Scoping Plan. The Scoping Plan further demonstrates our state's role as a global climate policy leader. This document builds on the efforts and progress of not only CARB's last Scoping Plan but many related efforts and actions of other state, regional and local agencies over the past five years. The purpose of this letter is to highlight and champion the identified actions that we think will be the most effective areas for state guidance and leadership. However, we'll also point to some areas which don't align with our understanding of the most effective ways to meet the state's climate goals, given our experience and expertise in transportation planning. We offer these comments as constructive feedback to ensure that the state can sustain its efficacy and leadership in climate policy.

For SCAG, this year marks the tenth anniversary of our first adopted Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Since 2012, the SCAG region has shifted more transportation funding towards maintenance and alternative modes and away from capacity increasing projects. Specifically, the region has added more than 760 miles of bike lanes and removed major capacity expansion projects from the RTP/SCS like the SR-710 extension and the High Desert Corridor. Since Senate Bill 375 passed in 2008, nearly 60 percent of new household growth has occurred in high quality transit areas. Our most recent Regional Housing Needs Assessment (RHNA) process further codified our commitment to aligning transportation and housing production. Lastly, the use of electric vehicles in the SCAG region has grown from just 2,600 vehicles in 2012 to 150,000 in 2022. However, despite each of our RTP/SCSs meeting our prescribed greenhouse gas (GHG) emission reduction targets, we acknowledge the findings of the Senate Bill 150 (SB 150) report showing that MPOs across the state are falling short in meeting planned VMT and GHG reductions. Therefore, given the ambitious VMT reduction goals stated in the Scoping Plan, the state needs to demonstrate similar rigor to SCSs to ensure that the planned actions are both effective and feasible.

Based on our experience over the last decade in researching, modeling and planning for strategies that reduce GHGs, primarily through VMT reduction, we recognize several proposed actions in the Scoping Plan that have the potential to reduce VMT. Of the "Vehicle Miles Traveled: Strategies for Achieving

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Transportation
Ray Marquez, Chino Hills

Attachment: SCAG Comment Letter: Draft 2022 Scoping Plan (CARB Final 2022 Scoping Plan)

Success” identified on p. 156 of the Scoping Plan, many of these align with the goals, investments and programs in SCAG’s RTP/SCS, including: implementing equitable pricing strategies, improving transit service, expanding high-quality active transportation infrastructure, integrated land use planning, and accelerating infill development. SCAG has been engaging with other state agencies to express our concern about implementation of the strategy to reimagine roadway projects from the project pipeline that increase VMT without larger consideration of the role these investments play in the performance of the transportation system and region’s economy. On this point, it is important to highlight that these types of projects are currently accounted for in our SCS both directly and through induced demand analysis and so it is known that highway projects accounts for a minor, less than 1% of impact to our GHG emissions reduction achievement. We think that there are other more effective and impactful strategies on which to focus state resources and attention, while continuing to allow the regional planning process to serve as a forum for balancing multiple plan goals.

We appreciate that “Appendix E: Sustainable and Equitable Communities” of the Scoping Plan outlines more specific actions that the state should immediately lead to reach the stated objectives. SCAG recognizes the most promising actions are those that remove barriers to implementing our SCS either through enabling authority or by providing additional resources, particularly:

- “Permit implementation of a suite of roadway pricing strategies by 2025 in support of adopted Sustainable Communities Strategies.”
- “Permit conversion of general-purpose lanes to transit-only lanes or toll lanes, and full facility tolling.”
- “Commit more state funding for existing and new programs supporting predevelopment work and infrastructure improvements that accelerate climate smart and equitable infill development.”
- “Further ease local regulatory and California Environmental Quality Act (CEQA) barriers to increasing density and streamlining affordable housing development, especially in transportation-efficient areas, and establish protections in law against obstruction tactics to prevent developments that advance state equity and climate goals, including preemption of voter initiatives.”

However, other actions identified in “Appendix E” pose the risk of adding complexity and administrative burden to the transportation planning and funding process without a clearly demonstrated benefit of GHG emissions reductions, such as:

- “Adjust the present project pipeline of state transportation investments and reconfigure Caltrans planning processes to reimagine and rescope VMT- and GHG-increasing projects.”
 - When SCAG prepares the RTP/SCS, we balance mobility, safety, economic, environmental and equity goals alongside our GHG reduction targets. While infrastructure planning and investment decisions will continue to be a significant element of the RTP/SCS, SCAG sees almost double the GHG emission reduction benefits from the plan’s policies and programs as it does from infrastructure investments. This highlights the importance of focusing on wraparound programs to support investments, especially those that are addressing key economic or safety challenges in the region.
- “Establish climate and equity criteria for future locally funded transportation sales tax measures and lower the voter approval threshold for sales-tax measures that only fund transit and active transportation solutions.”
 - Local sales-tax measures are often the result of compromise across differing stakeholder groups. These measures include a mix of roadway improvement or

maintenance investments alongside investments in transit and active transportation. Establishing top-down priorities for local measures could threaten the political viability of this necessary funding source. In SCAG’s 2020 RTP/SCS, local sources are an essential component of transportation funding and made up 60% of the Core Revenues for the plan, nearly \$300 Billion dollars.

- “Establish a requirement to demonstrate that addressing transit bottlenecks and other transit efficiency investments are a priority in local jurisdiction and transit agency investment plans as a requisite for overall transportation project funding eligibility.”
 - General plan circulation elements currently require planning for a balanced, multimodal transportation system including consideration of the relationship between users of streets, including transit. This action could have the unintended consequence of withholding needed transportation funding from small jurisdictions that have limited capability to address transit bottlenecks. As we continue to support transit agency recovery from the pandemic, it could be more productive to direct this action to competitive funding programs instead of as blanket requirements.
- “Establish a requirement that all local general plans demonstrate consistency with the assumptions and growth allocations in regional RTP/SCSs at least every 8 years consistent with existing RHNA and housing element update timelines”
 - State housing law requires that the RHNA be consistent with the development pattern of the SCS effectively linking local general plans, through required housing element updates, with the regional growth vision. Additional requirements are unnecessary and would only serve to further complicate and constrain the regional planning process. In Southern California, as the result of the 6th Cycle Regional Housing Needs Allocation plan, cities and counties with the greatest job and transit access, as determined by SCAG’s RTP/SCS, are now required to plan for 836,857 units in addition to those units required to address projected growth. This is nearly as much housing as the whole region produced in the last twenty years. Achieving this sustainable and equitable land-use vision ultimately depends on the private sector to produce housing where the cities are planning for it, which demands a significant public investment in the infrastructure needed to accommodate growth. Instead of an additional requirement, jurisdictions in the SCAG region need more tools to help with housing element updates, and for tools beyond planning to fund affordable housing and supportive infrastructure.

More broadly, without more detailed analysis, it is unclear whether the actions identified in the Scoping Plan are sufficient to meet the identified objectives. We would appreciate it if “Appendix E” could provide further detail on the quantification or relative reductions anticipated from each strategy as well as details on agency responsibility and timelines. To conclude, we offer three overarching comments:

The Scoping Plan needs to explore recent trends and leverage the role of technology and innovation: Beyond the actions identified in “Appendix E”, the Scoping Plan is silent on other potential solutions to enable GHG emission reductions from technology. There is perhaps no clearer linkage between transportation infrastructure, technology, and GHG reduction than in broadband deployment. Dig once/dig smart investments in broadband are critical not only to prepare us for an increasingly connected future, but also to ensure that all Californians benefit from new technologies that improve digital access to education, health care and employment, while reducing the need for travel. A recent SCAG-led study concluded that increasing access to and adoption of high-speed internet service (broadband) has the

potential to reduce VMT and GHGs by up to 15 percent when people use it to telework and access remote services. Leadership from the State in researching these and other solutions could accelerate the achievement of our regional targets and mitigate against exogenous factors that influence VMT.

Additionally, trends such as e-commerce and related warehouse siting will impact the statewide transportation system and travel patterns in ways that are not yet fully known. The SCAG region has experienced 20 percent growth in warehousing facilities since 2014. This far exceeds our regional projections. The overall growth in goods movement has caused significant challenges across the supply chain and transportation networks. We appreciate that the Scoping Plan preferred scenario accounted for an increase in both heavy and medium duty trucking VMT, but this underscores the need to address these challenges at least in part through capacity improvements to the roadway network, especially to alleviate health and safety issues. Further discussion and analysis of these trends and the potential solutions will provide a more robust assessment of the challenges and opportunities to reach carbon neutrality by 2045.

The Scoping Plan's VMT reduction targets are unsupported:

As evidenced in CARB's SB 150 report, achieving VMT reductions in California is difficult. Despite the progress mentioned above and the substantial shifts in planning and investments in the 10 years since SCAG's first SCS, travel behavior is not shifting as expected. Therefore, it is concerning that the Scoping Plan relies on many of the same or similar strategies included in the SCS without sufficient analysis to support how the additional actions will lead to the travel behavior change needed to reduce VMT and GHG. While we understand that the Scoping Plan identifies a roadmap and not a detailed implementation plan, without more detailed quantification it is difficult to know whether or not the actions identified in the Scoping Plan will be sufficient to reach the VMT and GHG reduction targets necessary to reach the state's climate goals.

The Scoping Plan does not effectively explore the cost and tradeoffs with other goals:

When SCAG prepares the RTP/SCS, we have a financially constrained plan that balances our multiple economic, mobility, community and environmental goals alongside our GHG reduction targets. There is no price tag associated with any of the proposed actions in the Scoping Plan and therefore upon further exploration some of the identified strategies may prove to be exorbitantly cost prohibitive especially when compared to their intended efficacy. In providing clarification and assessment of proposed pathways that necessitate future policies and regulations, policies should be measured not just for their cost-effectiveness and technological feasibility but also for their administrative burden and efficiency for state, regional, and local governments. This should include a discussion on the impact of current state policies. For example, the short timeframes for housing element updates in Southern California make it challenging to allocate housing that best aligns with sustainability goals thoughtfully. A better understanding of proposed strategies and the impacts of current state policy would be beneficial to the development of the Scoping Plan.

SCAG is committed to our role in achieving the state's climate goals, through GHG reductions from light-duty vehicles. SCAG's longstanding Sustainable Communities Program directs resources and planning support to local jurisdictions to align with the goals in strategies in the SCS. Recent resources from the state, such as Senate Bill 1 Planning Grants and the Regional Early Action Planning Grants have enabled us to accelerate implementation of our SCS. We look forward to continued partnership with CARB and other state agencies. We encourage the state to commit to exploring both the financial cost and the quantitative GHG benefits to the strategies proposed in the Scoping Plan before pursuing further administrative, policy or regulatory actions. If you have any questions or require additional information

on any of the ideas discussed above, please contact Sarah Dominguez, Connect SoCal Development Program Manager, at dominguezs@scag.ca.gov.

Sincerely,

A handwritten signature in black ink, appearing to read 'Sarah Jepson', with a long horizontal flourish extending to the right.

Sarah Jepson
Director, Planning and Programs



AGENDA ITEM 6
REPORT

Southern California Association of Governments
January 5, 2023

To: Community Economic & Human Development Committee (CEHD)
Energy & Environment Committee (EEC)
Transportation Committee (TC)
From: Roland Ok, Planning Supervisor
(213) 236-1819, ok@scag.ca.gov
Subject: SCAG's Draft Digital Action Plan

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION FOR TC:

Direct staff to release the Draft Digital Action Plan for a 30-day review and comment period to the public, which would occur from January 5, 2023, to February 3, 2023.

RECOMMENDED ACTION FOR CEHD AND EEC:

Receive and File

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians. 2: Advance Southern California’s policy interests and planning priorities through regional, statewide, and national engagement and advocacy. 3: Be the foremost data information hub for the region. 4: Provide innovative information and value-added services to enhance member agencies’ planning and operations and promote regional collaboration. 6: Deploy strategic communications to further agency priorities and foster public understanding of long-range regional planning. 7: Secure funding to support agency priorities to effectively and efficiently deliver work products.

EXECUTIVE SUMMARY:

In February 2021, SCAG’s Regional Council adopted Resolution No. 21-629-2, which pledged SCAG to assist in bridging the digital divide in underserved and unserved communities. The resolution directed staff to (1) develop a Digital Action Plan, (2) Collect and invest in broadband data for mapping and analysis, (3) conduct studies which propose solutions and/or strategies to assist in the deployment of broadband infrastructure, (4) incorporate broadband planning into SCAG’s programs, including the development of future Regional Transportation Plan/Sustainable Communities Strategies (RTP/SCS or Connect SoCal). SCAG’s Digital Action Plan lays out the action the agency will take to provide accessibility and in turn foster an equitable, prosperous, and resilient region for all residents. Staff requests that the Transportation Committee authorize a

release of the Draft Digital Action Plan for a 30-day review and comment period. A copy of SCAG's Draft Digital Action is accessible at: <https://scag.ca.gov/post/scag-digital-action-plan>.

BACKGROUND:

In February 2021, SCAG's Regional Council adopted Resolution No. 21-629-2¹, which pledged SCAG to assist in bridging the digital divide in underserved and unserved communities. The resolution directed staff to:

- (1) Develop a Digital Action Plan
- (2) Collect and invest in broadband data for mapping and analysis
- (3) Conduct studies which propose solutions and/or strategies to assist in the deployment of broadband infrastructure
- (4) Incorporate broadband planning into SCAG's programs, including the development of future Regional Transportation Plan/Sustainable Communities Strategies (RTP/SCS or Connect SoCal).

Since the approval of the Resolution, Staff has completed a Draft Digital Action Plan which provides an overview of the digital divide, work efforts from SCAG, and a list of actions and deliverables. The A copy of SCAG's Draft Digital Action is accessible at: <https://scag.ca.gov/post/scag-digital-action-plan>.

OVERVIEW OF THE DIGITAL DIVIDE:

The digital divide is defined as the growing gap between the members of society who have reliable access to broadband services and/or adequate devices for connecting to the internet, and those who do not. However, the digital divide is a complex issue, which is caused by three key factors:

- **Availability** – A lack of infrastructure or proper service
- **Affordability** – A lack of affordable subscription rates or devices
- **Literacy** – A lack of understanding or knowledge or how to participate in digital activities

Nearly half of California's population or approximately 19 million residents live within the six counties (Imperial, Los Angeles, Orange Riverside, San Bernardino, and Ventura) of the SCAG region. It is currently projected that the population will increase from 19 million to over 24 million.² While the region is growing and is diverse in its population, economy and environment, the region faces digital access challenges. Within the SCAG Region approximately 9-10% residents within SCAG region do not have access to broadband and 3% do not have access to a computer. Upon closer inspection:

¹ Resolution No. 21-629-2. Available at: https://scag.ca.gov/sites/main/files/file-attachments/resolution_no._21-629-2_-_support_to_increase_broadband_access.pdf?1646942018

² For more information, please visit <https://scag.ca.gov>

- 20% of Seniors aged 65 and over do not have access to broadband and 12% do not own a computer
- 13% of the Black population do not have access to broadband and 5% do not own a computer
- 11% of the Native American/Indigenous population do not have access to broadband and 4% do not own a computer
- 12% of the Latino/Hispanic population do not have access to broadband and 4% do not own to a computer
- 70% of those without internet are concentrated within low-income households

VISION, GOALS, STRATEGIES AND GUIDING PRINCIPLES:

The Draft Digital Action Plan is guided by a vision, goals and a set of guiding principles based on feedback from member jurisdictions, elected officials who participated in some of the digital divide working groups, and stakeholders (public and private).

Vision Statement: The vision statement is consistent with Resolution 21-629-2 and SCAG's Strategic Plan and is as follows:

"We envision an equitable region that fosters accessibility and adoption of affordable high-speed broadband and digital devices for all its residents"

Goals: The Digital Action Plan is divided into four major goals, each with its own strategies, guiding principles and supporting actions:

1. **Accessibility and Affordability** – Every household in the region should have access to affordable high-speed broadband services and high-quality devices
2. **Adoption** – All residents should have the confidence and skills to participate in digital activities
3. **Consensus** – Build partnerships and reach consensus that high-quality and affordable broadband is an essential service to everyone and provides economic, environmental and safety benefits to the region
4. **Planning** – Develop broadband technical tools and studies which provide value to the region

SCAG Strategies: To reach the Plan's goals, four core strategies were developed (also known as **SCAG** strategies):

1. **Seek and Secure** - Seek and secure broadband funding for our local jurisdictions and stakeholders to deploy broadband infrastructure, digital devices, and advance digital equity initiatives.

2. **Coordinate and Collaborate** - Coordinate, collaborate and build partnerships with public agencies, local jurisdictions, partners, and the public and align work efforts to collectively bridge the digital divide.
3. **Advocate and Assist** – Advocate for better data, Southern California’s fair share in funding, and open access to broadband networks, and assist low-income and rural households in underserved and unserved communities.
4. **Gather and Gain** - Gather data and gain knowledge through broadband technical and strategic studies, disseminate findings and inform decision makers and the public.

Guiding Principles: The principles which drive the strategies and actions to fulfil the goals and overall vision are as follows:

- **Break.** Break down barriers which inhibit the deployment of broadband infrastructure
- **Resilience.** Plan or advocate for networks that are efficient and assist in resiliency for communities and infrastructure
- **Invest.** Invest in communities affected by the digital divide
- **Data Driven.** Collect and share data to determine opportunity zones and solutions
- **Grassroots.** Use a bottom-up approach and listen to and prioritize a community’s needs
- **Expedite.** Develop solutions which can be quickly implemented and efficiently
- **Determine.** Determine funding opportunities and potential partnerships
- **Innovate.** Promote an atmosphere which allows for healthy competition and innovative solutions which are speed driven, while remaining technologically agnostic
- **Visionary.** Plan or advocate for networks that are scalable, sustainable and accommodate future needs and innovative technology
- **Integrate.** Integrate findings into traditional disciplines of transportation and land use planning
- **Dependable.** Promote transparency and gain the trust of the public, other agencies, and stakeholders
- **Educate.** Educate the public, policy makers and stakeholders and build consensus for collective action

PREVIOUS AND CURRENT WORK EFFORTS:

Staff across the agency have worked on several projects to address the digital divide or work related to broadband (directly and indirectly) conducted by the Broadband Planning team and other departments. Some of the key work efforts include but are not limited to the following:

Request for Qualifications for Prospective Partnerships - SCAG and SANDAG conducted a joint request for qualifications to seek partnerships (RFQPP) to deploy broadband infrastructure and provide high-quality and affordable broadband service to residents, businesses, public agencies,

public agencies, educational institutions, and tribes in the Southern California region. The goal of the RFQPP is to secure funding from state or federal sources for ISPs, constructors, engineer firms and non-profits to partner with local jurisdictions for planning efforts, construction and operation of last mile services, and advocacy efforts for digital literacy.

Transportation Broadband Strategies to Reduce Vehicle Miles Travelled and Green House Gas Emissions (Broadband/VMT Report) - In early 2022, SCAG together with the California Emerging Technology Fund (CETF) and the regional broadband consortia released a report titled Transportation Broadband Strategies to Reduce VMT and GHGs (also known as the Broadband/VMT Report). The study used the first year of the COVID-19 pandemic's "shelter in place" orders to study some impacts on the transportation system. With travel restrictions in place, many people were forced to participate in a trial run of "tele-everything" which includes teleworking, tele-medicine, remote learning, e-commerce, etc. As such, the project team used the observed traffic patterns in conjunction with online surveying to analyze potential impacts of broadband on VMT and GHGs.

ACP/Go-Human - To provide access to affordable internet to unserved and underserved areas across the region, SCAG is partnering with the CETF for a Digital Equity Call for Action to leverage and bolster their existing campaign for the Affordable Connectivity Program (ACP).

Permit Streamlining - SCAG is developing a permit streamlining report, model permit and ordinance template that can be readily adopted by local jurisdictions within the SCAG region. The report will identify streamlined broadband permitting practices that may lead to lower cost of entry and operation of broadband systems, reduce the risk of delays during the planning, permitting and construction phases, provide opportunities for increasing revenue, and create new avenues for competitive entries.

PROPOSED ACTIONS AND DELIVERABLES:

The Digital Action Plan provides a set of proposed actions and deliverables. Actions and deliverables are aligned with the goals, strategies, and guiding principles of the Digital Action Plan and SCAG's Strategic Plan. Proposed work efforts include but are not limited to, securing grant fundings, outreach exercises, the development of regional policies, mapping, and analysis.

Further, the proposed actions and deliverables are designed to go beyond bridging the digital divide. While bringing accessibility to underserved and unserved communities are of the highest priority, the future of transportation will rely on digital infrastructure, as communications infrastructure facilitates the flow of images and data required for state-of-the-art transportation management and safety improvements, including connected and autonomous vehicles, reliance on

big data, and expanded use of technology which would support emergency services. ³ For a complete list of proposed actions and deliverables, please refer to the Draft Digital Action located at: <https://scag.ca.gov/post/scag-digital-action-plan>.

COMMENTS RECEIVED:

On November 3, 2022, SCAG staff provided a written update on the Draft Digital Action Plan to the Transportation Committee, Energy & Environment Committee, Community Economic & Human Development Committee, and Regional Council. SCAG staff also presented an overview of the Digital Action Plan to the Subregional Executive Directors, Emerging Technology Committee (including a copy of the Draft Digital Action Plan), and Equity Working Group as shown in the table below.

Previous Presentations and Meetings

Presentations/Meetings	Date
Subregional Executive Directors	10/26/22
Emerging Technology Committee	10/27/22
Equity Working Group	12/8/22

Staff received no comments from the Subregional Executive Directors and Equity Working Group and received two (2) comments from members of the Emerging Technology Committee (ETC).

Comments from ETC members:

1. *Councilmember Dan Kalmick, City of Huntington Beach* - Consider expanding the language regarding digital literacy to include technical literacy (networking, coding, repair, and troubleshooting).
2. *Supervisor Curt Hagman, San Bernardino County* - Consider expanding the language regarding legislative advocacy to include advocating for the SCAG regions fair share of funding.

Staff Response:

1. *Technical Literacy* – According to the American Library Association (ALA), digital literacy is defined as “the ability to use information and communication technologies to find, evaluate, create, and communicate information, requiring both cognitive and technical skills”, and technical literacy such networking, repair and coding skills are outside the realm of basic literacy skills.⁴ However, SCAG staff is currently considering the addition of a subsection

³ Please note that proposed actions and deliverables are dependent on available funding and staffing resources and the annual Overall Work Program development. Further, all technical studies or other work efforts funded by SCAG or other sources will adhere to SCAG’s procurement policies.

⁴ Digital Literacy. American Library Association. Available at: <https://literacy.ala.org/digital-literacy/>

titled “Technical Literacy” and/or incorporating language regarding technical literacy, when discussing the importance of digital skills required for future jobs.

2. *Legislative Advocacy* – Staff has incorporated language regarding the regions fair share under SCAG Strategies – Advocate and Assist (See Page 8 of the Digital Action Plan) and provided an action item under *Action 3.3 – Proposed Deliverables* (See Page 71 of the Digital Action Plan).

REQUEST TO RELEASE THE DIGITAL ACTION PLAN FOR PUBLIC REVIEW

Staff requests that the Transportation Committee authorize a release of the Draft Digital Action Plan for a 30-day review and comment period to the public, which would occur from January 5, 2023, to February 3, 2023. Comments should be directed to:

Roland Ok, Planning Supervisor
Email: ok@scag.ca.gov
Phone: 213-236-1819

After the closing of comment period, Staff will add, revise, and refine the language stated in the Digital Action Plan, as needed and applicable.

NEXT STEPS:

The Final Digital Action Plan will be presented to the Transportation Committee and Regional Council on April 6, 2023, for approval and adoption. SCAG staff will take steps to formally implementing the Digital Action Plan and integrate work efforts into SCAG’s Overall Work Program. The Digital Action Plan is also anticipated to be a “living document”, with opportunities to identify new actions over time, and SCAG staff will provide the Policy Committees and the Regional Council with periodic updates to ensure progress and accountability.

FISCAL IMPACT:

Work on this project is funded in SCAG’s Fiscal Year 2022-2023 Overall Work Program (OWP) under 100.4901.01 (Broadband Planning).

ATTACHMENT(S):

1. PowerPoint Presentation - SCAG's Digital Action Plan



SCAG's Digital Action Plan

Transportation Committee
January 5, 2023
Roland Ok, Planning Supervisor

WWW.SCAG.CA.GOV



THE DIGITAL DIVIDE

The Benefits of Broadband


- **Accessibility:** Broadband helps people with disabilities to participate in society.
- **Civic engagement:** Broadband empowers civic engagement and effective governance
- **Economic development:** Broadband fosters economic growth
- **Education:** Broadband can enhance education
- **Public health:** Broadband can improve access to healthcare
- **Public safety:** Broadband can help create a safer society
- **Sustainability:** Broadband is a Green Strategy

What is the Digital Divide?

- Simplified Definition: *"The gap between those with internet access and those without it"*
- Reality: There is no **one** digital divide, there are **multiple** divides



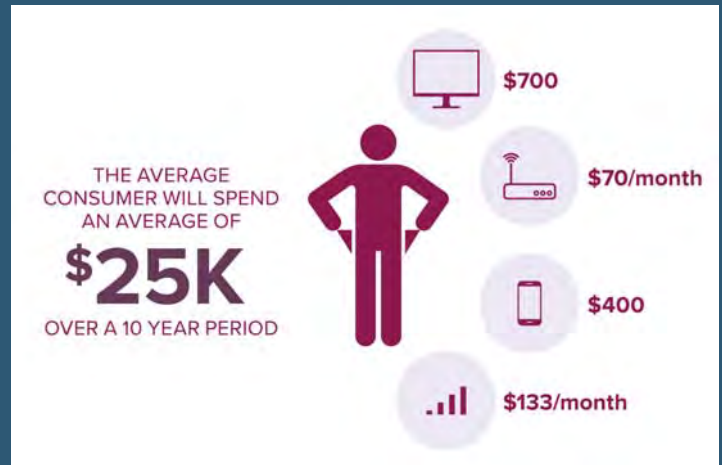
Multiple Divides



AVAILABILITY
A lack of infrastructure or proper service

AFFORDABILITY
A lack of affordable subscription rates or devices

LITERACY
A lack of understanding or knowledge of how to participate in digital activities



Snapshot of the Region

- **9 to 10%** of households do not have access to adequate internet speeds or a computer
- **13%** of the Black population do not have access to broadband and **5%** do not own a computer
- **11%** of the Native American/Indigenous population do not have access to broadband and **4%** do not own a computer
- **12%** of the Latino/Hispanic population do not have access to broadband and **4%** do not own to a computer
- **20%** of Seniors aged 65 and over do not have access to broadband and **12%** do not own a computer
- **70%** of those without internet are **concentrated** within **low-income households**

Examples of Societal Impacts

- Senior citizens and minority communities are targets for **online crime**
- The **“homework gap”** experienced by children of low-income households can prevent social mobility.
- **60%** of the Latino/Hispanic population and **70%** of the Black population **unprepared for jobs** which require digital skills
- Disqualified or underprepared for **86% of jobs** in the U.S. by 2045.



WORK EFFORTS FROM SCAG

Resolution 21-629-2 – Pledge to Bridge the Digital Divide

- **SCAG Resolution 21-629-2:** SCAG pledged to assist in bridging the digital divide
 - Develop a **Digital Action Plan**
 - Collect and invest in broadband data and conduct analysis
 - Conduct technical studies
 - Incorporate broadband into SCAG's programs



Work Efforts

- **Joint Request for Qualifications for Prospective Partnerships (RFQPP)**
- **ACP/Go-Human**
- **Broadband/VMT Report**
- **Permit Streamlining Project**
- **Connect SoCal**

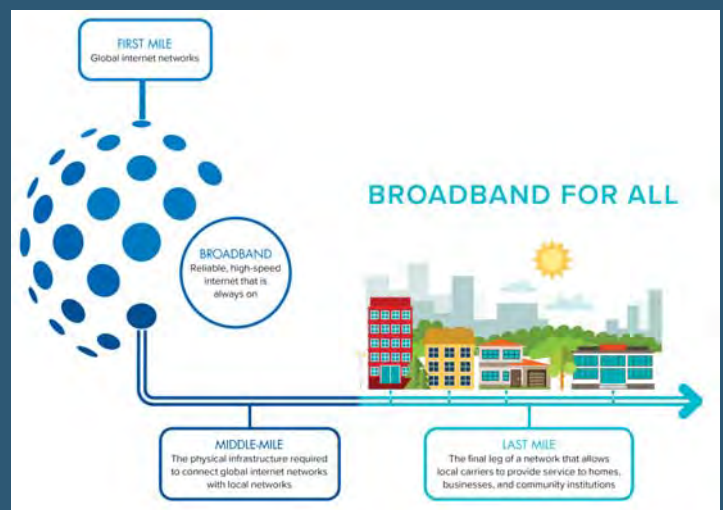




DIGITAL ACTION PLAN

Main Contents

- **Broadband 101**
- **Vision, Goals and Strategies**
- **Digital Divide 101**
- **Causes of the Digital Divide**
- **State of the Region**
- **Work Efforts**
- **Actions and Deliverables**



Vision Statement

“We envision an equitable region that fosters accessibility and adoption of affordable high-speed broadband and digital devices for all its residents”



Goals

1. **Accessibility and Affordability** – Every household in the region should have access to affordable high-speed broadband services and high-quality devices
2. **Adoption** – All residents should have the confidence and skills to participate in digital activities
3. **Consensus** – Build partnerships and reach consensus that high-quality and affordable broadband is an essential service to everyone and provides economic, environmental and safety benefits
4. **Planning** – Develop broadband technical tools and studies which provide value to the region

SCAG Strategies

S **SEEK AND SECURE**
 Seek and secure broadband funding for our local jurisdictions and stakeholders to deploy broadband infrastructure, digital devices, and advance digital equity initiatives.

C **COORDINATE AND COLLABORATE**
 Coordinate, collaborate and build partnerships with public agencies, local jurisdictions, partners, and the public and align work efforts to collectively bridge the digital divide.

A **ADVOCATE AND ASSIST**
 Advocate for better data, Southern California's fair share in funding, and open access to broadband networks and assist low-income and rural households in underserved and unserved communities.

G **GATHER AND GAIN**
 Gather data and gain knowledge through broadband technical and strategic studies, disseminate findings and inform decision makers and the public.

Guiding Principles to BRIDGE the DIVIDE

B **BREAK.** Break down barriers which inhibit the deployment of broadband infrastructure

R **RESILIENCE.** Plan or advocate for networks that are efficient and assists in resiliency for communities and infrastructure

I **INVEST.** Invest in communities affected by the digital divide

D **DATA DRIVEN.** Collect and share data to determine opportunity zones and solutions

G **GRASSROOTS.** Use a bottom-up approach and listen to and prioritize a community's needs

E **EXPEDITE.** Develop solutions which can be quickly implemented and efficiently

D **DETERMINE.** Determine funding opportunities and potential partnerships

I **INNOVATE.** Promote an atmosphere which allows for healthy competition, innovative solutions which are speed driven, while remaining technologically agnostic

V **VISIONARY.** Plan or advocate for networks that are scalable, sustainable and accommodate future needs and innovative technology

I **INTEGRATE.** Integrate findings into traditional disciplines of transportation and land use planning

D **DEPENDABLE.** Promote transparency and gain the trust of the public, other agencies, and stakeholders

E **EDUCATE.** Educate the public, policy makers and stakeholders and build consensus for collective action

Proposed Actions and Deliverables

- Data procurement, mapping, distribution and analysis
- Technical and Strategic Reports
- Formation of partnerships, working groups, committees and legislative support
- Best Management Practices and Digital Literacy guides for Local Jurisdictions
- Development of Regional Policy and integration into Connect SoCal
- **Funding for Local Jurisdiction for Infrastructure, Adoption and Literacy**



DELIVERABLES BEYOND THE DIGITAL DIVIDE

Broadband is important to Regional Planning

- Broadband and equity goes **beyond** “bridging the digital divide” and is a **“green strategy”**
- Broadband should be **evaluated** as a utility
- Our **reliance** in participating in the **digital landscape** will continue to grow
- The way we live continue to **change** and so will our communities
- We need to **plan** for changes to **land use development** and **regional** and **local transportation network**

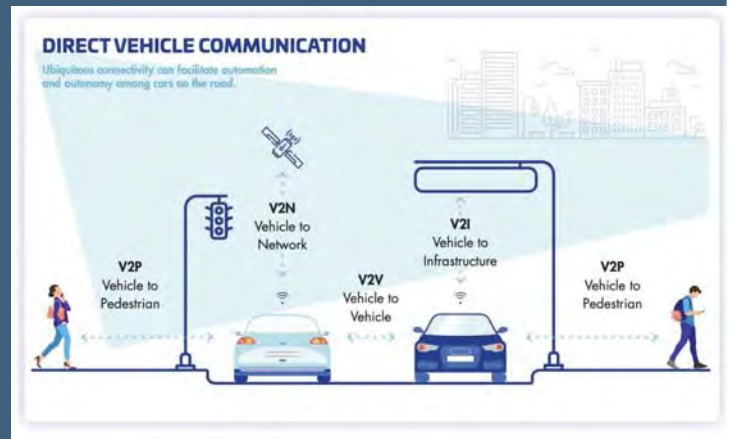
Example: Smart Cities

- Broadband infrastructure and adoption is a **necessary** step in making our cities **“smart”**
- **“Smart Cities”** uses technology to make its programs and systems more **responsive** and **communicate effectively** with related systems
- To **fully** realize the **potential** of Smart Cities programs and upgrades, **broadband planning** serves as the **foundation for smart planning**



Example: Transportation Safety and Goods Movement

- Automated Vehicles **require** a robust broadband network
- Vehicle to Everything (V2X) technology is **reliant** on wireless towers (5G+ speeds)
- Connectivity allows vehicles, infrastructure, and people to **communicate** with each other
- This could have profound impacts on the efficiency and safety of the **goods movement system**.



Example: Transportation Investments

- Tele-everything will **change travel behavioral patterns**
- Commuting to work may **decrease**, but travel trips to run chores may **increase**
- Can result in **less highway traffic** but **more local roadway traffic**
- Financial investments may need to be **better aligned**





REQUEST FOR PUBLIC RELEASE AND NEXT STEPS

Request for Release and Next Steps

- **Request for authorization** to release the Digital Action Plan for a **30-day review and comment period**
 - **January 5, 2023 – February 3, 2023**
- Final Digital Action Plan will be presented to the Transportation Committee and Regional Council on **April 6, 2023**, for **approval and adoption**

Comments can be submitted to:

Roland Ok, Planning Supervisor

Email: ok@scag.ca.gov

Phone: 213-236-1819



THANK YOU!

For more information, please visit:

Broadband Planning: scag.ca.gov/broadband



AGENDA ITEM 7
REPORT

Southern California Association of Governments
January 5, 2023

To: Energy & Environment Committee (EEC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: Lorianne Esturas, Assistant Regional Planner
(213) 236-1853, esturas@scag.ca.gov

Subject: SCAG Climate Action Resolution Quarterly Update - 2nd Annual Update

RECOMMENDED ACTION:

Receive and File

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians.

EXECUTIVE SUMMARY:

On January 7, 2021, the Regional Council (RC) adopted the Climate Change Action Resolution (Resolution 21-628-1) affirming a climate change crisis in Southern California and called on SCAG and other local and regional partners to join together to reduce greenhouse gas (GHG) emissions, improve regional resilience, and reduce hazards from a changing climate (the "Resolution"). The RC's action aims to promote climate adaptation, mitigation and resilience in support of the 197 jurisdictions in Southern California and the 19 million residents who call the SCAG region home. This report provides an update on the agency's progress in implementing the Resolution in the two years since adoption.

BACKGROUND:

Since the adoption of Resolution 21-628-1 on January 7, 2021, SCAG has pursued a number of activities to reduce hazards from climate change and strengthen the resilience of the SCAG region. These actions emphasize adaptation to emerging climate-related hazards, conservation of natural lands and essential resources, mitigation of GHG emissions to reduce the impacts to the region from a changing climate, and the need to strengthen partnerships amongst local governments. Furthermore, Resolution 21-628-1 advances several goals, policies, and key connections from Connect SoCal and will help support development of Connect SoCal 2024.

Over the last two years, SCAG has been working to:

- Develop a **regional resilience framework** to help the region plan and prepare for a changing climate and other potential near- and long-term disruptions to Southern California;
- Initiate a **regional climate planning network** that will provide technical assistance for local climate adaptation and mitigation initiatives;
- Provide **resource support and technical assistance for local jurisdictions** to integrate climate planning in their local planning activities;
- Initiate a **Regional Advanced Mitigation Program (RAMP)** as described in the Connect SoCal Program Environmental Impact Report (PEIR);
- Develop a work plan to advance the **Accelerated Electrification strategy** envisioned in Connect SoCal;
- Evaluate the **economic and job creation benefits of climate adaptation and mitigation** practices for inclusion in regional planning efforts; and
- Develop **climate adaptation and mitigation analysis and strategies for the 2024 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS)**.

SCAG continues to develop programs and outreach strategies to support near-term adaptation to address regionally significant vulnerabilities and long-term regional resilience planning.

Regional Resilience

As part of Connect SoCal, SCAG committed to developing a regional resilience framework to explore pressing issues and potential near- and long-term disruptions to the Southern California region. Within the first year of adopting Resolution 21-628-1, staff conducted a resilience assessment of SCAG planning programs to better understand how resilience is presently and could potentially be integrated into the agency's efforts. Further, staff developed a working definition of "resilience" to help frame resilience discussions with internal and external SCAG stakeholders. Through collaboration with the Connect SoCal 2024 Special Subcommittee on Resilience and Conservation (R&C Subcommittee), SCAG updated the resilience definition to the following:

"The capacity of the SCAG region's built, social, economic and natural systems to anticipate and effectively respond to changing conditions, acute shocks, and chronic stressors by creating multiple opportunities for a sustainable, thriving and equitable future."

Along with working with the R&C Subcommittee over the second year of adopting Resolution 21-628-1, SCAG kicked off the Regional Resilience Framework project to explore the potential degree of disruption to the region that could result from land-based, atmospheric, public health and geologic natural hazards. The project kicked off in June 2022 and is nearing completion of the initial outreach and engagement with local partners, including community-based organizations and tribal nations. Engagement with local and community partners will inform how resilience is approached

and defined at the local or community level and carry into engagement with jurisdictions, subregional and regional partners.

Regional Climate Planning Network and Local Technical Assistance

Since the adoption of Resolution 21-628-1, SCAG continues to engage with and learn from existing climate networks, such as the Los Angeles Regional Collaborative (LARC), Central Coast Climate Collaborative (4C), Inland Southern California Climate Collaborative (ISC3), and other climate planning networks across the Southern California region. Through participation in various climate planning networks across both Southern California and statewide, SCAG continues to explore ways the formation of SCAG regional climate planning network can provide added capacity and support to local jurisdictions across the region.

Within the second year of adopting Resolution 21-628-1, SCAG engaged with partners across the region on applications to the new Regional Climate Collaboratives (RCC) Grant Program, administered by the Strategic Growth Council (SGC). The RCC Program is a new capacity building grant program for under-resourced communities in California and enables community-rooted and cross-sectoral partners to deepen their relationships and develop the processes, plans, and projects that will drive and sustain climate action. As of the final program application deadline (October 7, 2022), SCAG provided letters of support to nine applicants, and joined as unfunded co-applicants with two additional consortiums. On December 5, 2022, SGC announced its recommended awardees of the RCC grant, with three of six falling within the SCAG region. SCAG continues to follow grant and grant collaboration opportunities.

Regional Advance Mitigation

As the conservation and management of natural and farm lands serves as an important strategy to mitigate climate change-inducing GHG emissions and support resource resilience through groundwater recharge, options for the establishment of Regional Advance Mitigation Program (RAMP) are being explored. To support establishment of a RAMP, Connect SoCal's adopted Programmatic Environmental Impact Report (PEIR) includes mitigation measures that call for the establishment of a regional Greenprint, which can serve as a strategic web-based conservation tool that provides the best available scientific data and scenario visualizations to help cities, counties and transportation agencies make better land use and transportation infrastructure decisions and conserve natural and farm lands. To guide development of a Greenprint tool and RAMP, SCAG staff completed stakeholder interviews with each of the region's six county transportation commissions, as well as organizations in the region that have established habitat conservation plans, natural community conservation plans, and multiple species habitat conservation plans. Overall, SCAG's RAMP effort can supplement regional conservation and mitigation banks to offset impacts of transportation and other development projects.

On October 7, 2021, SCAG’s Regional Council provided further direction for SCAG staff to develop a white paper and work with a five-member advisory task group (RAMP-ATG) of the Regional Council on establishing a policy framework for advance mitigation in the region to ensure the Greenprint tool is aligned with policy objectives. The RAMP-ATG convened six times since forming in December 2021, and concluded on November 16, 2022 following approval of the final draft RAMP Policy Framework and moving forward with bringing the framework to the Regional Council and Energy & Environment Committee with recommendation for approval. Additional information is available online at: <https://scag.ca.gov/ramp-atg>.

Accelerated Electrification:

Looking further into opportunities for climate mitigation, staff have been working to advance the Accelerated Electrification strategy adopted in Connect SoCal to provide a holistic and coordinated approach to decarbonizing or electrifying passenger vehicles, transit, and goods movement vehicles to go beyond benefits achieved through state mandates alone. Within the first year of Resolution 21-628-1, staff developed an Accelerated Electrification Key Connection Workplan in April 2021. Within the second year of Resolution 21-628-1, SCAG has continued to explore electric vehicle charging station best practices and held listening sessions with local jurisdictions to address barriers and opportunities for electric vehicle charging infrastructure. SCAG is currently working to complete a regionwide electric vehicle site suitability analysis and identify potential locations for electric vehicle charging station site evaluations.

In addition to efforts to develop a regional climate planning network, SCAG continues to participate in a Technical Advisory Group to provide input for the Santa Barbara County Association of Governments’ Central Coast Zero Emission Vehicle Strategy to further advance transportation electrification and coordinate with partner agencies.

Inclusive Economic Recovery Strategy (IERS)

With support from Senator Susan Rubio, SCAG was awarded \$3.5 M in one-time grant funding through AB 129 (“Inclusive Economic Growth Grant”). The funding is to implement several core recommendations developed in the IERS, which was adopted by the RC on July 1, 2021. The grant funding is being implemented through an agreement with the California Workforce Development Board and the period of performance is 2022-2024. This project has five study areas and deliverables: (1) Supporting expansion of the number of, and access to, middle wage jobs, (2) strengthening supply chains and access to contracting opportunities for small, minority- and woman-owned businesses, (3) construction apprenticeships and training, (4) providing regional economic data, and (5) addressing human capital needs. SCAG kicked-off work on the Inclusive Economic Growth Grant in April 2022 with work plan development for the project underway. Staff expects to complete work for this project in 2024.



Beyond the five deliverables, the new Inclusive Economic Growth department funded through this earmark is also tracking the progress of the statewide Community Economic Resiliency Funding program (CERF). The CERF program has awarded subregional collaboratives \$5 million in planning grants to develop a comprehensive roadmap, including pilot projects and programs, that will support the transition away from a fossil-fuel based economy to a green economy, and supporting high road jobs in that process.

Looking forward, SCAG staff will continue to provide quarterly updates to the Energy and Environment Committee on the agency's progress in fulfilling the direction of the RC on the completion of activities in Resolution No. 21-628-1.

FISCAL IMPACT:

Work for this effort is funded in SCAG's Fiscal Year 2022-2023 Overall Work Program (OWP) under project 065-4092.01 (Adaptation Analysis).



To: Energy & Environment Committee (EEC)

EXECUTIVE DIRECTOR'S
APPROVAL

From: India Brookover, Senior Regional Planner
(213) 236-1919, brookover@scag.ca.gov

Subject: Draft Regional Advance Mitigation Planning (RAMP) White Paper

RECOMMENDED ACTION FOR EEC:

Information Only – No Action Required

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 3: Be the foremost data information hub for the region.

EXECUTIVE SUMMARY:

Connect SoCal includes establishing Regional Advance Mitigation Program initiative under its Core Vision for sustainable development. Regional Advanced Mitigation Planning (RAMP) is a proven process for expediting project delivery by planning for required mitigation to reduce environmental impacts earlier in the planning process and at a wider scale.

SCAG, and its consultant, The Nature Conservancy (TNC), prepared a White Paper on regional advance mitigation planning to identify the benefits and challenges of RAMP as a regional strategy, ways to support existing programs, potential agencies' roles, key questions, and information gaps. The White Paper was developed in consultation with the Regional Advanced Mitigation Advisory Task Group, a five-member advisory task group of the Regional Council charged with establishing a policy framework for advance mitigation in the SCAG region to ensure the Greenprint is aligned with policy objectives.

To speak on this work, Liz O'Donoghue from The Nature Conservancy (TNC) will present on the findings of the draft RAMP White Paper. Liz O'Donoghue is Director of the Sustainable and Resilient Communities Strategy in TNC's Climate Program focusing on innovative mitigation approaches, greenprints, sustainable land patterns and transportation policy. She serves on Caltrans' Policy Advisory Committee, the Bay Area Open Space Council's Advisory Council and ClimatePlan's Steering Committee.

This is an information item only to review and discuss the findings of the White Paper. The draft RAMP White Paper is available for review at <https://scag.ca.gov/sites/main/files/file-attachments/draft-ramp-policy-framework-111622.pdf#page=17>. A separate staff report and presentation will be provided to the EEC for review and consideration of the RAMP Policy Framework, which was developed by staff under the direction of the RAMP-ATG.

BACKGROUND:

The RAMP planning initiative is part of SCAG's comprehensive effort to implement Connect SoCal, which includes goals of improving the region's economic vitality, improving the region's mobility options, and allowing the region to grow in a sustainable way that builds healthy and vibrant communities. Establishing a RAMP is included in Connect SoCal's Core Vision for Sustainable Development and is intended to advance several of Connect SoCal's goals, namely to:

- Enhance the preservation, security, and resilience of the regional transportation system;
- Reduce greenhouse gas emissions and improve air quality;
- Support healthy and equitable communities;
- Adapt to a changing climate and support an integrated regional development pattern and transportation network; and
- Promote conservation of natural and agricultural and restoration of habitats.

Connect SoCal's PEIR also includes required mitigation measures for establishing a RAMP planning initiative, which state that SCAG will support advance mitigation efforts in the region (SMM AG-2) and provide easily accessible resources to help municipalities, conservation groups, developers and researchers prioritize lands for conservation (SMM BIO-2).

In response to Regional Council's direction on October 7, 2021, SCAG staff and TNC developed a draft White Paper for regional advance mitigation planning to serve as a research tool, identifying the benefits and challenges of RAMP as a regional strategy, ways to support existing programs, potential agencies' roles, key questions, and information gaps. The draft outline of the White Paper was presented at the January 28, 2022 meeting of the RAMP-ATG, and the full draft was presented on April 18, 2022.

To help inform development of the White Paper, background research describing one-on-one interviews with each County Transportation Commission on regional advance mitigation was presented and discussed at the RAMP-ATG. Speakers from the Riverside County Transportation Commission (RCTC), the Orange County Transportation Authority (OCTA), and Caltrans also presented on regional advance mitigation in meetings of the RAMP-ATG. Overall, the RAMP Whitepaper discusses opportunities and challenges for advance mitigation planning in the SCAG region, and includes potential roles for SCAG in supporting RAMP, as well as terminology related to

roles and responsibilities to improve clarity and ensure SCAG's activities advance policymakers' priorities.

To speak on this work, Liz O'Donoghue from TNC will present on the findings of the draft RAMP White Paper. Liz O'Donoghue is Director of the Sustainable and Resilient Communities Strategy in TNC's Climate Program focusing on innovative mitigation approaches, greenprints, sustainable land patterns and transportation policy. She serves on Caltrans' Policy Advisory Committee, the Bay Area Open Space Council's Advisory Council and ClimatePlan's Steering Committee.

Prior to joining TNC, Liz was Strategic Planning Director at Amtrak West; before that she was a legislative assistant for transportation and natural resources policy for U.S. Senator Frank Lautenberg; and prior to that, a policy associate at a consulting firm in New Jersey focusing on environmental, health care and transportation issues. She holds a B.A from Oberlin College and a certificate in Business Administration from U.C. Berkeley Extension.

FISCAL IMPACT:

This project is funded in SCAG's Fiscal Year 2021-2022 Overall Work Program under 290-4919.01.

ATTACHMENT(S):

1. PowerPoint Presentation - RAMP TNC 2spp



Regional Advance Mitigation Planning

January 5, 2023

Liz O'Donoghue
The Nature Conservancy

WWW.SCAG.CA.GOV

What is Regional Advance Mitigation?

A science-based approach to identify advance mitigation opportunities to support regional conservation priorities and project delivery.

By considering mitigation development early in the planning process prior to design and permitting phases, proponents can identify higher-quality mitigation opportunities



Text source: <https://wildlife.ca.gov/Conservation/Planning/Regional-Advance-Mitigation>

White paper on RAMP

Purpose: to identify and consider

- The benefits and challenges of RAMP as a regional strategy;
- RAMP frameworks, models and approach;
- Ways to support existing programs;
- Agencies' and stakeholder roles;
- Key questions and information gaps

Regional Advance Mitigation Planning to Support Connect SoCal in the SCAG Region



Photo: San Bernardino County Transportation Agency



Photo: Lindsay P. Morley/TNC



Photo: Transportation Corridor Agencies



Photo: Orange County Transportation Authority



Photos: Western Riverside County Regional Conservation Authority

FINAL DRAFT White Paper Prepared for Southern California Association of Governments
By Liz O'Donoghue, The Nature Conservancy
April 26, 2022

Approach

- Interviews with experts and practitioners
 - CTC staff in the SCAG region
 - Caltrans
 - Mitigation experts
 - Habitat experts
- Existing studies and literature
- Adopted scientific methods



White Paper Outline



- Executive Summary
- RAMP: An Overview
- RAMP Foundations and Tools
 - Laws and regulations
 - Frameworks and strategies
- Science-based Integrated Planning
 - Planning Steps
 - Science and Methods
- Partners and Collaborators
- Scope, scale and models
- Funding and Financing
- Authorities, Potential Roles
- Recommendations

5

RAMP Goals & Outcomes

Expedite project delivery and achieve meaningful conservation outcomes.

- Saves time and money
- Efficient permitting
- Accelerates conservation investments
- Encourages and improves agency communication and coordination



Beach-Stone Lakes Basin

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Areas of Focus

Focus, for planning purposes:



But can apply to:



GreenTech Media



Photo: ACW



Roger Kisby for the New York Times

RAMP: A Better Way

Project-by-Project



Habitat loss, species loss
 Permit delays
 High costs

RAMP

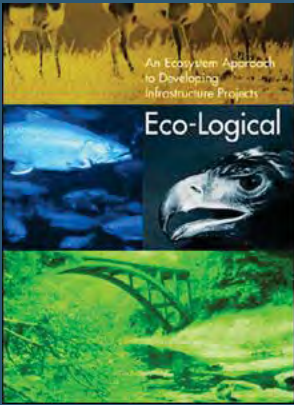


Expedited permits
 Certainty and lower risk
 Reduced costs

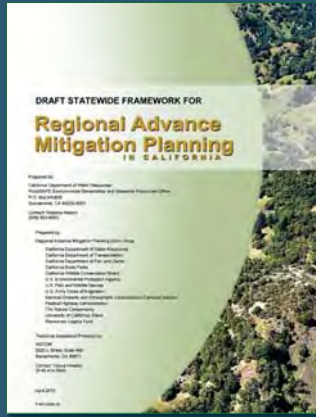


Conservation priorities
 Ecosystem and public health
 Reduced costs

RAMP: A Best Practice



Federal Highway Administration, 2006



State RAMP Workgroup, 2012



2004



2006



2016



RAMP Foundations & Tools

Laws and Regulations – resource protection

- Federal: NEPA, Endangered Species Act, Clean Water Act, Magnuson Act, etc.
- State: CEQA, CESA, Coastal Act, LSA, etc.

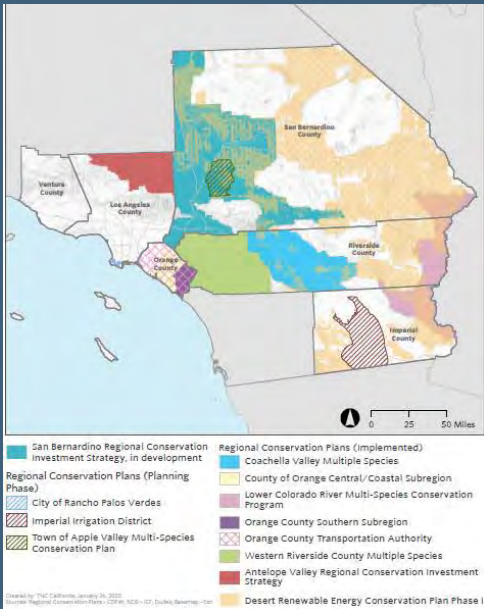
Advance Mitigation Frameworks

- Habitat Conservation Plans (HCP, NCCP)
- Regional Conservation Investment Strategies
- Mitigation and Conservation Banks
- In-Lieu Fee programs

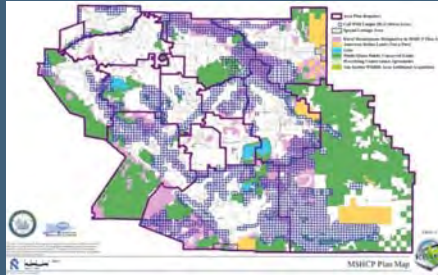


Photo: ZhuoWen Chen/TNC Photo Conte

Habitat Conservation Plans in the SCAG Region



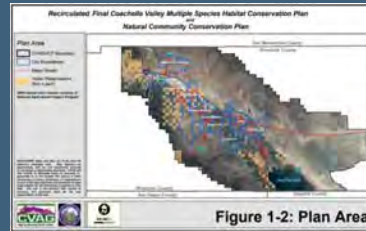
WESTERN RIVERSIDE MSHCP



OCTA M2 NCCP/HCP Preserves & Funded Restoration Projects

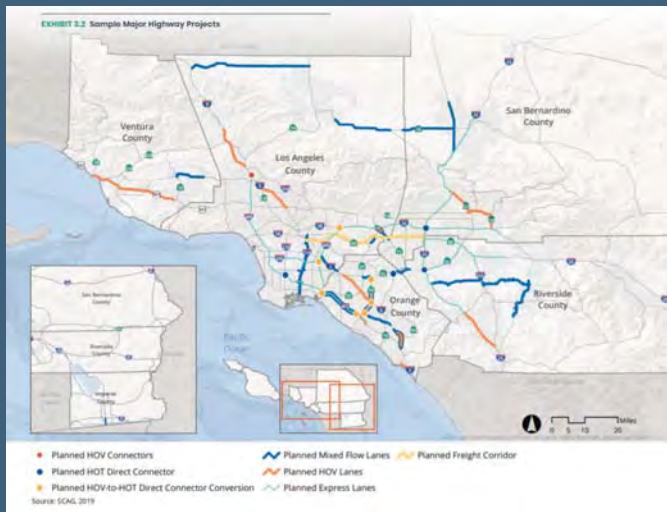


COACHELLA VALLEY MSHCP/NCCP

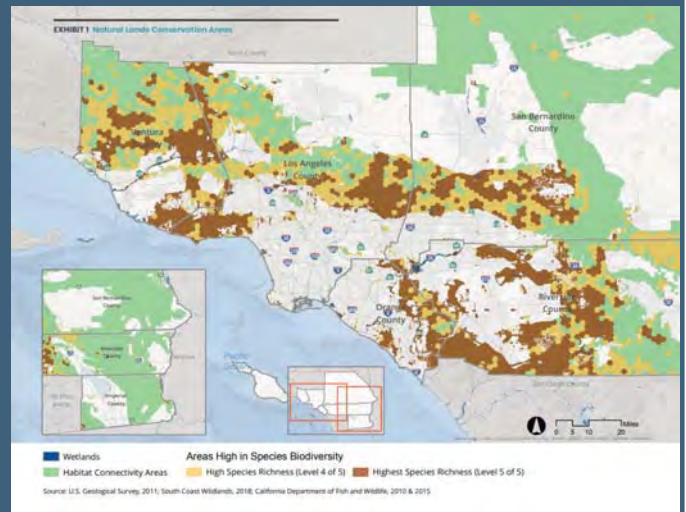


Science-Based Integrated Planning Process

Planned Infrastructure Projects



Conservation Information



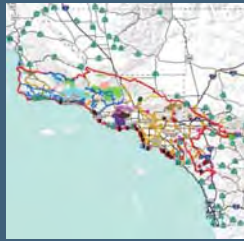
RAMP Planning: A stepwise process

Courtesy: Caltrans District 7

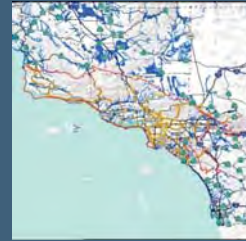
1. Identify Planned Transportation Projects



2. Assemble Conservation Information



Critical Habitat



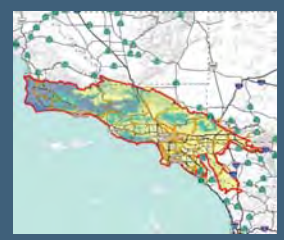
Water resources



Habitat connectivity



Flood Hazard Areas

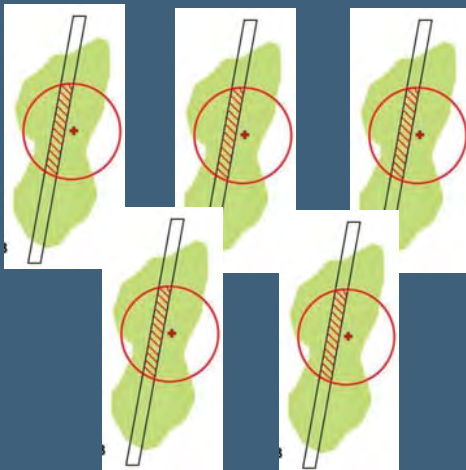


Climate Resilience

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RAMP Planning: A stepwise process

3. Predict Impacts and Determine Mitigation Needs for Selected Projects



4. Collaborate and identify suitable mitigation sites or existing options



Create mitigation credits by protecting, restoring or enhancing habitat



Participate in existing plans or purchase mitigation credits from existing banks or MCAs

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Co-Benefits and Leveraged Opportunities



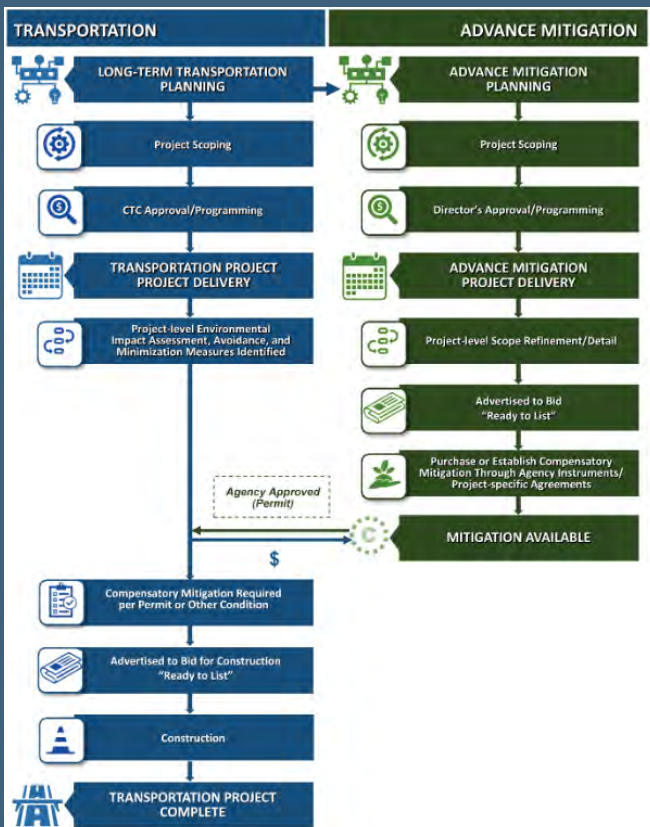
Credit: iStock



Photo: Stephen Francis/TNC



Ben Jiang /TNC Photo Contest



Timing Advance Mitigation with Transportation Project Delivery

Courtesy: Caltrans

Partners and Collaborators

They need mitigation:



Infrastructure Agencies



Cities



Housing Sector



Energy sector

They approve mitigation:



They supply mitigation:



Habitat agencies,
mitigation bankers,
MCA sponsors

Conservancies, land
trusts, open space
districts

Local governments and stakeholders:



Citizen icon

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Feedback from interviews:

Largely positive:

- Addresses data gaps on conservation and potential impacts.
- Enhances cross-jurisdictional collaboration and can help establish common approaches to achieving shared goals.
- Could provide incentives and funding for advance mitigation, particularly for established programs.
- Provides solutions for reducing the impacts of projects.
- Provides certainty.
- Increases information sharing, transparency and communication among agencies, partners, and the public.
- Support for a multi-county approach, especially when collaborating across Caltrans Districts.
- Encourages collaboration with the environmental community and builds support for projects.

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Feedback from interviews:

Concerns expressed:

- Potential duplication and/or conflicting mitigation efforts between regional, county, and local approaches.
- May hold a gap in direct application to local conditions.
- Timing on implementation of advance mitigation could be delayed or slowed based on an organization's priorities. More organizations involved can increase complexities.

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Feedback from interviews

Suggestions:

- RAMP can be valuable across multiple sectors, not just transportation, and can help achieve the goals of Connect SoCal.
- There should be a menu of mitigation options and flexibility in approaches for counties – one size does not fit all.
- Focus on water resources in addition to biological resources.
- There should be transparent engagement with CTCs, partner agencies, regulators and other infrastructure agencies.
- Consider different structural models depending on the scope of a RAMP initiative.
- Consider pilot program to address emerging needs where there currently is a gap in advance mitigation plans.

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Scope, Scale and Models



- Voter approved RAMP (OCTA M2)
- NCCP/HCP (Western Riverside, Coachella Valley)
- Caltrans Program
- RCIS/MCAs
- Others:
 - North Carolina Ecosystem Enhancement Program
 - Colorado DOT Shortgrass Prairie Initiative

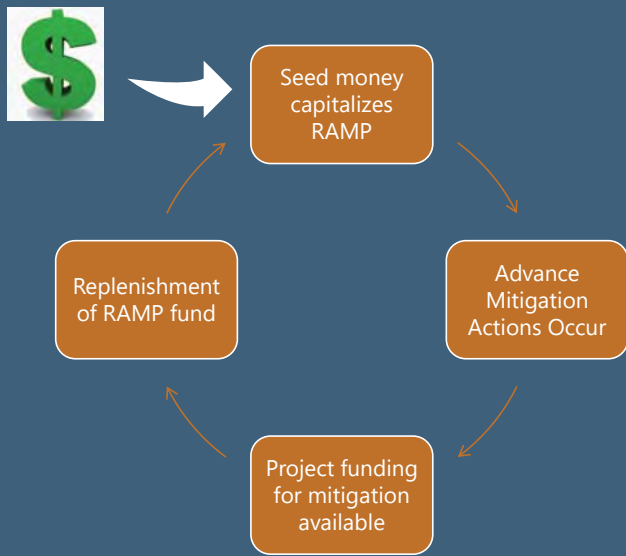
RAMP Funding and Financing

- No new funding is needed; rather, it requires a shift in timing and aggregation
- Sources:
 - project funding
 - external financing/private capital
 - conservation funds (only to enhance projects)
- Three functions:
 - planning/administration
 - capital
 - stewardship



Photo: Riverpark Mitigation Bank, McCollum & Sweetwater

Funding and Financing



Revolving Fund



Draw Down

Potential SCAG Roles and Responsibilities

- Information Provider
- Convener and Coordinator
- Mitigation Planner
- Hub for a mitigation marketplace
- Funder
- Mitigation sponsor to fill gaps



Photo: SBCTA



Photo: CA DWR

Recommendations/Potential Next Steps

- Finalize the RAMP Policy Framework
- Identify the potential demand for advance mitigation
- Evaluate regional network and collaborative opportunities
- Explore addressing gaps in RAMP plans and mechanisms in the region
- Conduct a financial assessment and modeling for RAMP options
- Consider supporting a pilot project for emerging needs



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THANK YOU!

For more information, please visit:

<https://scag.ca.gov/ramp-atg>





Southern California Association of Governments
January 5, 2023

To: Community Economic & Human Development Committee (CEHD)
Energy & Environment Committee (EEC)
Transportation Committee (TC)
Energy and Environment Committee (EEC)
From: India Brookover, Senior Regional Planner
(213) 236-1919, brookover@scag.ca.gov
Subject: Draft Regional Advance Mitigation Planning (RAMP) Policy Framework

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION for EEC:

That the Energy & Environment Committee (EEC) recommend that the Regional Council approve the RAMP Policy Framework and RAMP White Paper.

RECOMMENDED ACTION for TC:

Receive and File

RECOMMENDED ACTION for CEHD:

Receive and File

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 3: Be the foremost data information hub for the region.

EXECUTIVE SUMMARY:

As directed by the Regional Council (RC) on October 7th, 2021, staff worked with the Regional Advance Mitigation Planning Advisory Task Group (RAMP-ATG) to establish a white paper (“White Paper”) and policy framework for advance mitigation in the region, to ensure the future SoCal Greenprint tool is aligned with identified policy objectives.

The final draft RAMP Policy Framework (also sometimes called the “Policy Framework” in this report) was presented to and approved by the RAMP-ATG, at its meeting on November 16th, 2022. The Policy Framework provides background on Connect SoCal’s goals and PEIR requirements related to RAMP, outlines goals for Regional Advanced Mitigation and SCAG’s RAMP Initiative, and provides direction on the process for developing the SoCal Greenprint tool to provide data that aligns with advanced mitigation opportunities.

With the RAMP-ATG's approval of the RAMP Policy Framework and corresponding White Paper, the RAMP-ATG has completed the assignment required of it by the October 7, 2021 RC action and this advisory body's obligations have now ended. The recommended RAMP Policy Framework is being sent to the EEC for its review and recommendation for approval by the RC. This action will include the release of the RAMP white paper.

As provided in the RAMP Policy Framework, SCAG's next steps will include forming the Greenprint Technical Advisory Committee (TAC). The Policy Framework provides that the TAC will advise staff on the development of data policies, governance standards, user guidelines, data selection criteria, and data parameters for the Greenprint tool; such policies and standards developed by the TAC would be presented to the EEC and the RC for their review and approval.

The full draft RAMP Policy Framework and White Paper are available for review online at <https://scag.ca.gov/sites/main/files/file-attachments/draft-ramp-policy-framework-111622.pdf>. The draft RAMP Policy Framework is included in this staff report as Attachment #2.

BACKGROUND:

Regional Council Direction

On October 7, 2021, the RC voted to continue the pause on implementation of the SoCal Greenprint to allow for further engagement with stakeholders. This decision was taken to ensure the future Greenprint tool will advance the policy direction and requirements of the mitigation measures in the Program Environmental Impact Report and related Addendum No. 1 for Connect SoCal, the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy. During this pause, direction was provided for SCAG staff to develop a white paper and work with a five-member advisory task group of the RC (the RAMP-ATG) on establishing a policy framework for advance mitigation in the SCAG region, to ensure the Greenprint is aligned with policy objectives.

RAMP-ATG Work Scope and Stakeholder Outreach

The RAMP-ATG has met six times since December 2021. At these meetings, the RAMP-ATG heard extensive public comments on the SoCal Greenprint and draft RAMP Policy Framework; heard presentations on existing regional advance mitigation programs in the SCAG region; reviewed feedback from interviews with county transportation commissions on regional advance mitigation planning; reviewed the Connect SoCal goals, strategies, and PEIR mitigation measures related to development of a RAMP initiative and the SoCal Greenprint; and had robust discussion on the draft RAMP Policy Framework, including the draft RAMP White Paper.

At the second to last meeting on April 26th, 2022, RAMP-ATG members heard public comments in support of the RAMP Policy Framework as presented as well as concerns, including a request from the business and development community for more time to provide specific written feedback. The

RAMP-ATG voted to continue the process for at least two weeks and reconvene after SCAG receives specific written feedback from the business and development community.

Between the April 26th meeting and final meeting on November 16th, SCAG staff have engaged with numerous stakeholders in the business, environmental/conservation, and public sectors. A summary of feedback from meetings with each group is further described in Attachment #3. The majority of feedback was focused on the SoCal Greenprint and its associated data. In response to this feedback, and as directed by the RAMP Policy Framework, SCAG will convene a Greenprint Technical Advisory Committee (TAC), the purpose of which will be to advise SCAG on data selection criteria and parameters for the tool. A more detailed description of the TAC is included in the next section.

The attached draft Policy Framework includes modifications incorporated into the framework by the RAMP-ATG based on public comment and stakeholder feedback from the April 26th RAMP-ATG meeting. The modifications are also consistent with Connect SoCal 2020 mitigation requirements and prior RC and RAMP-ATG direction. Note that the Policy Framework presented in this report has removed some discussion of and references to the Greenprint. This is a stylistic change that was made because of the now-proposed process to form a TAC, and because (as directed by the RC at the October 7, 2021 meeting) the Policy Framework is primarily focused on RAMP, consistent with prior discussion with the ATG. Notwithstanding this, SCAG will develop a Greenprint tool, as required by the Connect SoCal and mitigation measures in its associated PEIR.

SoCal Greenprint Contract Update

SCAG's contract with The Nature Conservancy ended on September 30th 2022. If the RAMP-ATG and Regional Council approve the Policy Framework, SCAG will initiate a competitive procurement process to obtain a new consultant with experience preparing environmental impact reports within the SCAG region to facilitate the proposed Technical Advisory Committee (TAC) and create the SoCal Greenprint webtool for review by the RC, as directed by the October 2021 action of the RC.

SoCal Greenprint Technical Advisory Committee

The Policy Framework includes authorization and direction to create the Greenprint Technical Advisory Committee (TAC) and provides direction regarding this component of the process. To ensure that data provided through the SoCal Greenprint tool aligns with advanced mitigation opportunities and fulfillment of Connect SoCal and its associated PEIR mitigation measures, the Policy Framework directs staff to develop data policies, governance standards, user guidelines, data selection criteria, and data parameters with input and consultation from a Technical Advisory Committee (TAC) and thereafter present these items to the Energy & Environment Committee (EEC) and the Regional Council (RC) for their review and approval.

As provided in the draft Policy Framework, the TAC will be comprised of at least one staff representative from: each county transportation commission in the SCAG region, Caltrans, each county government in the SCAG region, the City of Los Angeles, and two city governments within each county in the SCAG region to be determined with input from subregional entities. TAC meetings shall be open to the public and will seek feedback from the development community, non-governmental conservation groups, regional conservation agencies, researchers, and other stakeholders.

Since the November 16th, 2022 meeting of the RAMP-ATG, Tejon Ranch Co. submitted a letter requesting exclusion of the Antelope Valley Regional Conservation Investment Strategy (AVRCIS) data from the SoCal Greenprint, or to preface the dataset with a May 3, 2022 letter from the California Department of Fish and Wildlife clarifying the role of the RCIS. This correspondence is included as Attachment #4 to this staff report.

FISCAL IMPACT:

This project is funded in SCAG's Fiscal Year 2021-2022 Overall Work Program under 290-4919.01.

ATTACHMENT(S):

1. PowerPoint Presentation - Proposed Final Draft RAMP Policy Framework
2. Final Draft RAMP Policy Framework
3. Stakeholder Engagement Summary
4. December 8, 2022 Letter from Tejon Ranch Co.



Proposed Final Draft Regional Advance Mitigation Program Policy Framework

January 5, 2023

WWW.SCAG.CA.GOV

Timeline of this Effort

Regional Council
direction,
RAMP-ATG formation

Formation of the TAC,
Relaunch of Greenprint
tool development

2021

2022

2023



EARLY 2022
Policy Framework
development
and outreach

LATE 2022/EARLY 2023
RAMP-ATG final
direction, engagement
with Energy &
Environment Committee
and Regional Council

What is RAMP?

Regional Advance Mitigation Planning (**RAMP**) is a proven process for expediting project delivery by **planning for required mitigation to reduce environmental impacts earlier in the planning process and at a wider scale.**

3

RAMP **allows state and federal agencies to consider** the environmental impacts and mitigation needs of multiple planned infrastructure and development projects in the early stages.

RAMP **allows local project leads to identify and satisfy** those mitigation requirements early in the project planning and environmental review process.

4

Existing RAMP Initiatives in the SCAG Region

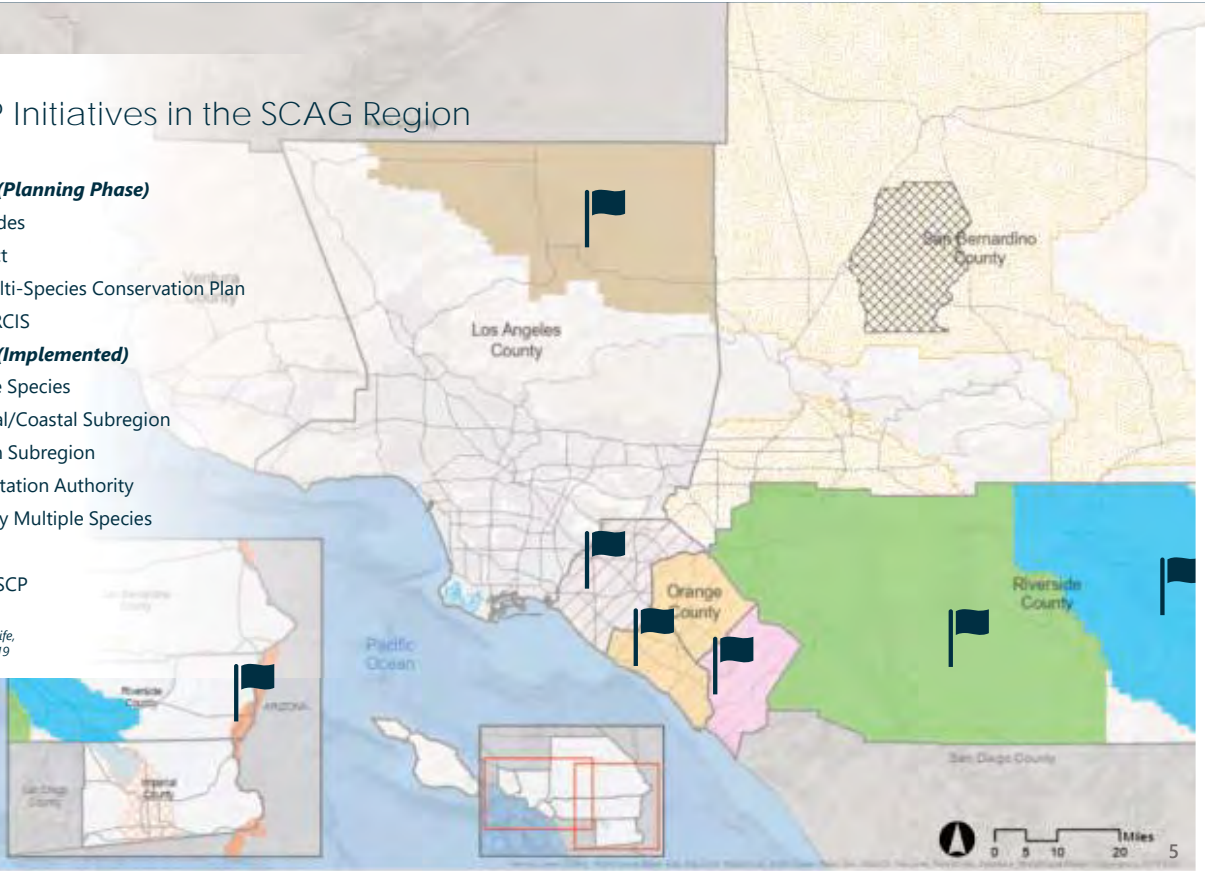
Regional Conservation Plans (Planning Phase)

-  City of Rancho Palos Verdes
-  Imperial Irrigation District
-  Town of Apple Valley Multi-Species Conservation Plan
-  San Bernardino County RCIS


Regional Conservation Plans (Implemented)

-  Coachella Valley Multiple Species
-  County of Orange Central/Coastal Subregion
-  Orange County Southern Subregion
-  Orange County Transportation Authority
-  Western Riverside County Multiple Species
-  Antelope Valley RCIS
-  Lower Colorado River MSCP

Source: California Department of Fish and Wildlife, Friends of Harbors, Beach and Parks (FHBP), 2019




This can help **avoid costs and delays** associated with environmental mitigations **and more effectively avoid environmental harm.**



Traditional mitigation is usually identified late in the environmental review process and has tools limited to the specific project site.

RAMP can be pursued in a variety ways to mitigate environmental impacts within an environmentally significant geography.



For example, a **RAMP process might map sensitive habitat areas in a subregion**, allowing a project within that subregion to more quickly and cost-effectively avoid the most critical areas, and/or contribute to protection of land with highest habitat value.

SCAG's Draft RAMP Policy Framework

SCAG's Connect SoCal plan identifies **the need for billions of dollars of investment** in transportation, housing, energy and water projects **to support the region's communities and economy.**

California law requires most infrastructure projects, including those that become eligible for funding under Connect SoCal, to **identify environmental impacts and ways to reduce them.** However, this mitigation can be expensive and delay projects.

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Mitigation requirements also apply to SCAG's plan. Connect SoCal's Program Environmental Impact Report (PEIR) requires the following mitigation measures related to RAMP:


- The SoCal Greenprint tool.
- SCAG will collaborate with stakeholders to establish a RAMP initiative to preserve habitat. The initiative would help establish or supplement regional conservation and mitigation banks, and other approaches to offset impacts of transportation and development projects.
- These are programmatic measures for SCAG to develop and implement; they do not mitigate any specific local project.

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A jurisdiction's **participation in a RAMP initiative** established by Connect SoCal and its PEIR **is entirely voluntary**.

Local agencies keep authority for decisions on future development and have no obligation to change land use policies or infrastructure priorities to be consistent with a future RAMP or consider the data included in a future Greenprint web tool. Project leads can opt for a project-by-project environmental review process to determine individual mitigation measures and a plan for complying with them, as appropriate.



SCAG's Draft RAMP Policy Framework

- Regional Goals
- SCAG's Role

Draft RAMP Policy Framework Regional Goals

1. **Facilitate infrastructure development** and associated co-benefits, such as job creation, maximizing taxpayer funds, supporting the building of housing;
2. **Expedite project delivery;**
3. **Improve predictability** for project funding;
4. **Examine potential environmental impacts** at the early stages of project development to help expedite the CEQA process;

Draft RAMP Policy Framework Regional Goals *(continued)*

5. **Reduce costs, risks and permitting time** for responsible development;
6. **Improve and reinforce** regulatory agency partnerships;
7. **Balance future growth and economic development** with conservation and resilience; and
8. **Achieve meaningful, regional-scale conservation outcomes and co-benefits**, including but not limited to landscape and community resilience, improved water and air quality, wildlife corridors and connectivity, and recreation opportunities.

SCAG's Role in Supporting RAMPs

1. **Be a resource for local partners** to consider actions in a regional context;
2. **Focus this policy on the transportation sector and** related infrastructure, and consider future policy opportunities to expedite and streamline mitigation needs for other sectors including housing, energy and utilities;
3. **Identify ways to support implementing agencies** to establish or supplement regional conservation and mitigation banks and other approaches to more effectively address impacts of projects that support reduction of per-capita vehicle miles traveled;

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SCAG's Role in Supporting RAMPs *(continued)*


4. **Support implementing agencies with data sharing, information and other resources helpful to their long-term management and stewardship** of conserved properties;
5. Initiate **studies to assess gaps where programs do not exist, and ascertain best ways to collaborate** with partner agencies and permitting entities to address those gaps, including by supporting implementation agencies in developing new or partnership efforts;
6. Pursue **partnerships and collaborative resource development** with state agencies and other MPOs to leverage funding and align efforts beyond SCAG's jurisdictional boundaries;

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SCAG's Role in Supporting RAMPs *(continued)*

7. Be a **data resource with widely accessible data tools to help municipalities and transportation agencies** make better land use and transportation infrastructure decisions and conserve natural and farm lands, consistent with Connect SoCal's PEIR Mitigation Measure SMM AG-2 and SMM BIO-2;
8. **Use a science-based methodology** to support implementing agencies' development of various RAMP initiatives across the region; and
9. Develop a process for monitoring and measuring outcomes from RAMP efforts

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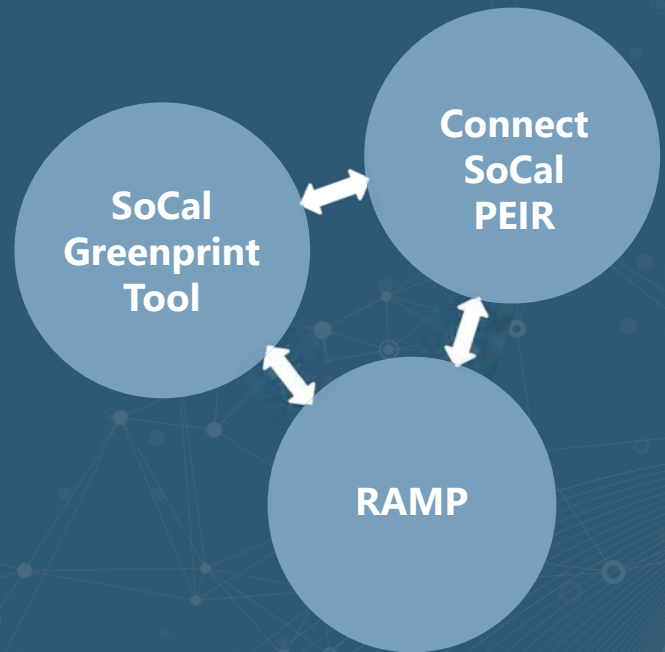
In forming the RAMP Advisory Task Group, **SCAG's Regional Council directed the planned Greenprint tool to be aligned with regional policy objectives.**

The last section of the **Draft Policy Framework** seeks to address this point.



How are the SoCal Greenprint and RAMP related?

The SoCal Greenprint is a planned web-based tool, which will complement SCAG's RAMP Policy Framework, with data and scenario visualizations, **primarily intended to support project lead agencies** in pursuing RAMP or other environmental mitigations.

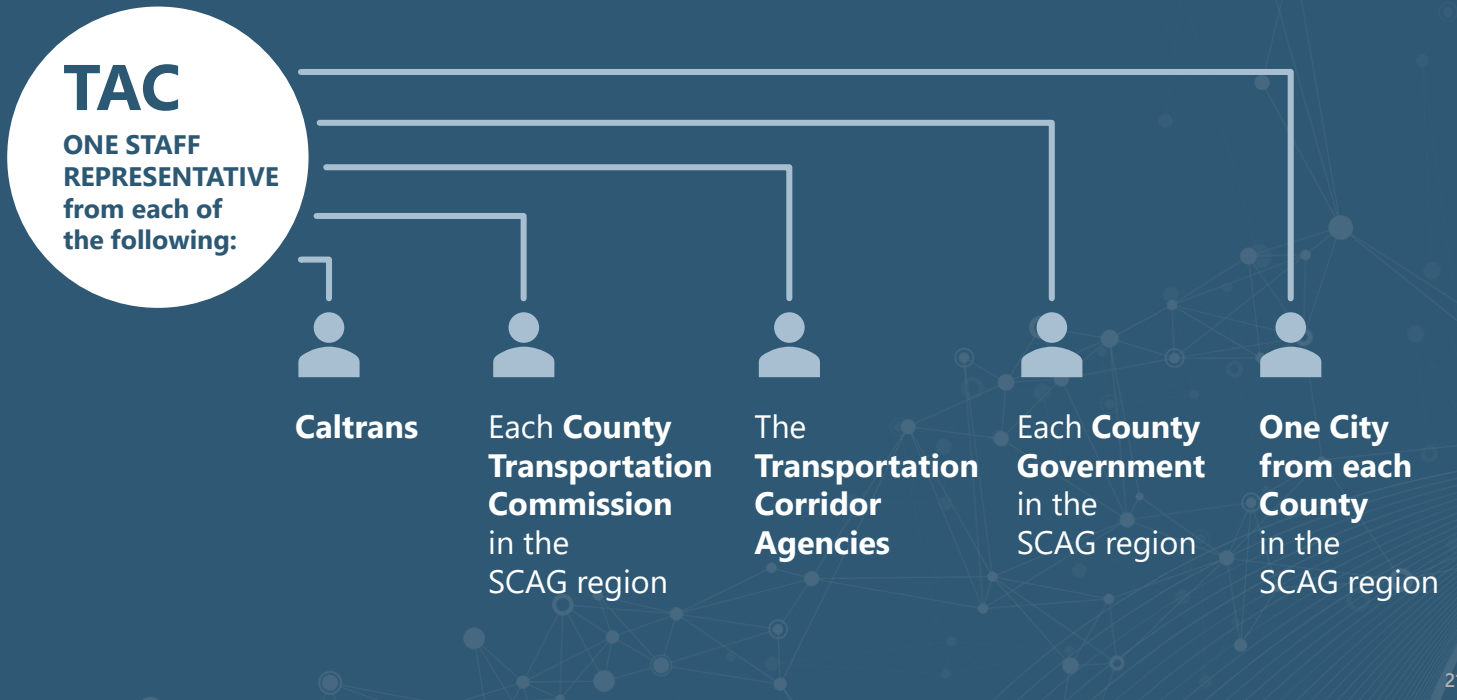


Establishment of a **Technical Advisory Committee**

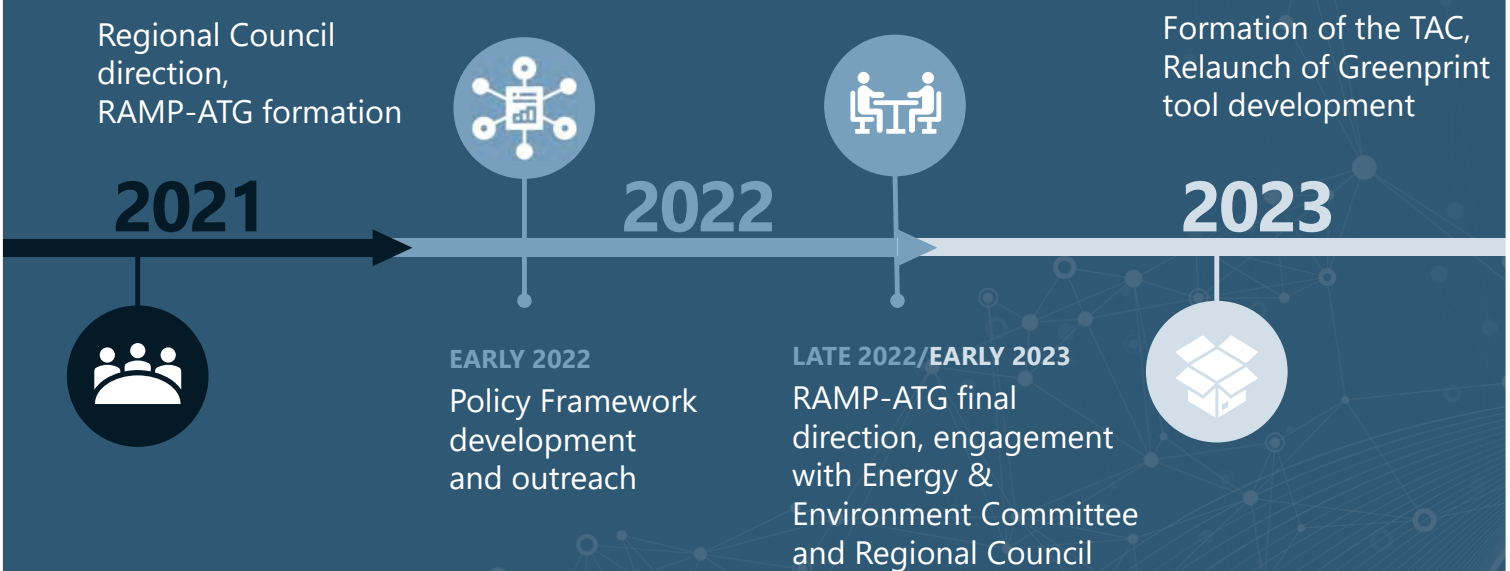
Following approval of the RAMP Policy Framework by the Regional Council, SCAG will establish a Technical Advisory Committee to advise on:



Proposed Structure of the Technical Advisory Committee



Timeline of this Effort





STAKEHOLDER ENGAGEMENT SUMMARY

Stakeholder engagement conducted between 4/26/2022 & 11/16/2022

Business and Development Stakeholders

Meetings and Written Feedback

- Remove references to SoCal Greenprint
- Remove references to "best available scientific data."
- Technical Advisory Committee to evaluate data
- Limit to lands planned for conservation
- Remove language regarding Connect SoCal's goal to support reduction of per capita vehicle miles travelled
- Remove AVRCIS data or include clarifying letter from CDFW

Environmental Stakeholders Feedback

8/17/2022 Workshop

- Include data on lands not currently conserved
- Include equity and environmental justice data
- Need accurate data to fulfill 30x30 Executive Order
- Use 500-year floodplain data instead of 100-year flood data, and metric for impervious surface cover reduction
- More engagement with tribal communities, AQMD, Coastal Commission, Municipal Water District and Caltrans.

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Public Sector Stakeholder Feedback

10/12/2022 Workshop

- Show best practices and lessons learned from other RAMPS
- TAC should equitably represent the region
- Keep datasets updated and see if some should be replaced
- Evaluate datasets for redundancy or conflict with each other
- Evaluate if datasets are duplicative with state data

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THANK YOU!

For more information, please visit:

www.scag.ca.gov/greenprint

www.scag.ca.gov/ramp-atg

Final Draft Regional Advanced Mitigation Program Policy Framework

Regional Advanced Mitigation Program Advisory Technical Group (RAMP-ATG)

January 5, 2022

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Appendix B – Map of Existing RAMP Boundaries in the SCAG Region 14

Attachment: Final Draft RAMP Policy Framework (Draft Regional Advance Mitigation Planning (RAMP) Policy Framework)

Background

As the SCAG region’s population and economy continue to grow, new housing units, employment facilities, water, energy, and transportation infrastructure are needed to accommodate the nearly two million residents that are forecasted to call Southern California home by 2050.¹ With an over 10 million additional jobs forecast in the region by 2050², strategies that expedite transportation infrastructure delivery are critical to keep people and goods moving.

Framing this regional growth are the diverse natural and agricultural landscapes of Southern California. These invaluable assets ensure a robust economy, clean drinking water, improved air quality, and essential recreation activities for all of the region’s residents. In addition to desert, mountain and coastal habitats, some of the highest concentrations of native plant and animal species on the planet are found within our region. Recognized as part of the California Floristic Province, Southern California is one of the planet’s top twenty-five biodiversity hot spots.³

Given the sensitive natural habitats of the Southern California region, many essential development projects will have environmental impacts that require compensatory mitigation due to federal mandates under the Clean Water Act, Endangered Species Act, Federal Wild and Scenic Rivers Act, as well as state requirements under the California Environmental Quality Act (CEQA), California Endangered Species Act, California Wild and Scenic Rivers Act, and the Habitat Restoration and Enhancement Act.

Addressing environmental impacts can be accomplished in a number of ways, as defined in Title 14, Section 15370 of the California Code of Regulations (commonly known as the “CEQA Guidelines”):

- (a) Avoiding the impact altogether by not taking a certain action or parts of an action;
- (b) Minimizing impacts by limiting the degree or magnitude of the action and its implementation;
- (c) Rectifying the impact by repairing, rehabilitating, or restoring the impacted environment;
- (d) Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action; and
- (e) Compensating for the impact by replacing or providing substitute resources or environment.

Mitigating environmental impacts can often be expensive and increase total project costs significantly. Alongside mitigation, uncertainty in timing can also contribute to significant project costs. For transportation investments broadly, “the permitting process under federal and state legislation constitutes a major component of the project development and delivery process for transportation

¹ *Connect SoCal 2024 Preliminary Regional and County Growth Projections* retrieved from <https://scag.ca.gov/sites/main/files/file-attachments/rc020322fullpacket.pdf?1643342099>.

² *Ibid.*

³ Myers, N., R.A. Mittermeier, C.G. Mittermeier, G.A.B. da Fonseca, J. Kent. (2000). Biodiversity Hotspots for Conservation Priorities.

projects. Over \$3.3 billion is spent annually on compensatory mitigation under the Clean Water Act (CWA) and Endangered Species Act programs.”⁴

Traditionally, environmental mitigation has been handled by lead agencies during the CEQA process on a project-by-project basis, “usually near the end of a project’s environmental review...where permitting delays can occur when appropriate mitigation measures cannot be easily identified and agreed upon, and the cost of mitigation often increases between the time the project is planned and funded and the time mitigation land is acquired. As a result, infrastructure agencies end up paying top dollar to satisfy mitigation requirements.”⁵ The practice of identifying mitigation measures at the end of a project’s environmental review often results in delays in project delivery and uncertainty in the development process. This is often due to the costs incurred to conduct biological studies after project plans have been created, especially in instances where impacts are discerned that were not foreseen and mitigation costs increase unexpectedly. A national study identified that nearly two thirds of departments of transportation (DOTs) surveyed had experienced delays from environmental issues, often of 12 months or more.⁶

In California, researchers estimate that mitigation costs for transportation projects initiated between 2014 and 2019 ranged from two percent to twelve percent of total project costs – to a sum of roughly four billion dollars.⁷ While the exact length and causes of delay from environmental review are varied, some reports suggest the current process may add 10 to 15 years to project delivery.⁸ Continued cost escalations over the past two decades have prompted Caltrans to consider strategic planning for consolidated advance mitigation opportunities.

Policy Framework for Advance Mitigation

Regional Advance Mitigation Program & Advisory Task Group

California state law allows agencies to establish voluntary advanced mitigation programs in selected areas, providing an opportunity for infrastructure project lead agencies to identify potential impacts early in the planning stages and work with regulatory agencies to reduce permitting costs, improve certainty, and expedite project delivery.⁹ Regional advance mitigation programs (RAMP) allow state and federal agencies to consider the environmental impacts and mitigation needs of multiple planned infrastructure projects and urban development all at once, and satisfy those mitigation requirements early in the project planning and environmental review process. In cases where compensatory mitigation is needed, advanced mitigation can help agencies purchase larger parcels for mitigation at a

⁴ Overman, J. H., Storey, B., Kraus, E., Miller, K., Walewski, J., Elgart, Z., & Atkinson, S. (2014). Maximizing mitigation benefits-making a difference with strategic inter-resource agency planning: year one technical report (No. FHWA/TX-13/0-6762-1). Texas. Dept. of Transportation. Research and Technology Implementation Office.

⁵ Ibid.

⁶ Ibid.

⁷ Sciarra, G. C., Bjorkman, J., Stryjewski, E., & Thorne, J. H. (2017). Mitigating environmental impacts in advance: Evidence of cost and time savings for transportation projects. Transportation Research Part D: Transport and Environment, 50, 316-326.

⁸ Sciarra, G. C., Bjorkman, J., Lederman, J., Thorne, J. H., Schlotterbeck, M., & Wachs, M. (2015). Task 2 Report: Setting the Stage for Statewide Advance Mitigation in California.

⁹ Cal. F&G Code sec. 1850 *et seq.*

lower unit cost to offset impacts¹⁰. Further, RAMP can result in better collaboration between regulatory and infrastructure agencies, better project delivery, and better mitigation outcomes.¹¹

Regional advance mitigation also presents opportunities to improve quality of life in the region, as it relies on a science-based approach to anticipate and identify mitigation needs for multiple development projects early in the planning process, facilitating the prioritization of sites for conservation and/or restoration with the highest ecological benefits and providing mitigation efficiencies to transportation, land use and other development projects. This approach contrasts with project-by-project mitigation, which “often overlooks regional conservation needs and ecosystem-scale impacts to sensitive species and habitat, thereby missing critical opportunities for efficient, reliable, and biologically relevant mitigation. Additionally, the opportunity for greater benefits to water and air quality and public health are lost.”¹²

There are many established advanced mitigation programs in various locales within the SCAG region, and project applicants in these areas can take advantage of advanced mitigation benefits if they choose. Appendix A of this outline includes a summary of some RAMP programs in the SCAG region. Areas without established programs do not have these efficiencies in the environmental review process. A large percentage of the SCAG region’s land area is not covered by an existing program. As a result, environmental impacts for discretionary projects in these areas would need to be mitigated on a project-by-project basis.

Recognizing the opportunities that a RAMP can present to reduce project costs and improve certainty for project delivery, Connect SoCal and its corresponding Program Environmental Impact Report (PEIR) direct SCAG to collaborate with stakeholders to establish a RAMP initiative to help preserve habitat and offset impacts of transportation and other development projects. Such a RAMP initiative is meant to recognize and, where appropriate, complement existing RAMP programs and related habitat conservation programs (such as habitat conservation plans) in the SCAG region, and not add new or expanded biological resource analytical methods, impacts or required mitigation for plans or projects that have already received initial or final approval by a lead agency. While SCAG is required by the PEIR to establish a RAMP initiative and facilitate regional interest in developing RAMPs, SCAG will not create its own RAMP, supersede existing RAMP programs, or require any local jurisdiction or agency to participate in any local or regional RAMP program, or make or support a determination that any RAMP criteria, component or content is the “best available scientific data” for any purpose inclusive of the California Environmental Quality Act (CEQA). The intended purpose of SCAG’s RAMP Policy Framework is to assist SCAG public agencies in the SCAG region in securing public funding, expedite the implementation of approved transportation infrastructure projects approved in the 2020 Connect SoCal Regional Transportation Improvement Plan/Sustainable Communities Strategy (Connect SoCal), and help public agencies in the SCAG region to secure public funding and/or streamline CEQA approvals for new

¹⁰ Sciarra, G. C., Bjorkman, J., Stryjewski, E., & Thorne, J. H. (2017). Mitigating environmental impacts in advance: Evidence of cost and time savings for transportation projects. *Transportation Research Part D: Transport and Environment*, 50, 316-326.

¹¹ Overman, J. H., Storey, B., Kraus, E., Miller, K., Walewski, J., Elgart, Z., & Atkinson, S. (2014). Maximizing mitigation benefits-making a difference with strategic inter-resource agency planning: year one technical report (No. FHWA/TX-13/0-6762-1). Texas. Dept. of Transportation. Research and Technology Implementation Office.

¹² Ibid.

housing, economic development and infrastructure projects. Thus, SCAG will continue to support local control over land use decisions. Any development and use of local, sub-regional or inter-jurisdictional RAMPs is entirely voluntary by the agency(ies) and stakeholder sponsors of such RAMPs.

To increase clarity and further guide this work, SCAG’s Regional Council voted on October 7, 2021 for staff to develop a white paper and work with a Regional Advance Mitigation Planning Advisory Task Group (RAMP-ATG) on establishing a policy framework for advanced mitigation in the SCAG region to ensure the SoCal Greenprint tool is aligned with policy objectives. The white paper (attached as Appendix E) provides background information and context that has contributed to the development of this policy framework. Early findings were shared at RAMP-ATG meetings alongside presentations from implementing agencies that were engaged in the white paper development. The white paper provides research and information related to advanced mitigation in the SCAG region.

Regional Policy Foundation: Connect SoCal Goals and PEIR Requirements

Connect SoCal Goals

As discussed, Connect SoCal and its PEIR provide for a RAMP planning initiative to support implementing agencies in establishing or supplement the region’s established advanced mitigation programs, mitigation banks, and other approaches to more effectively address impacts for projects that support reduction of per-capita vehicle miles traveled. The initiative would also support implementing agencies in the long-term management and stewardship of mitigated properties. SCAG can support partner implementing agencies to establish advanced mitigation programs that reflect local priorities, expand regional growth opportunities, and advance regional conservation goals.

Importantly, a jurisdiction’s participation in a RAMP initiative established by Connect SoCal and its PEIR is entirely and purely voluntary. Cities, counties, and transportation agencies retain their full authority for decisions on future development, and there is absolutely no obligation for a jurisdiction to change its land use policies or infrastructure priorities to be consistent with a future RAMP. Similarly, project lead agencies do not have to participate in a RAMP and can opt for a project-by-project environmental review process as appropriate.

The RAMP planning initiative is part of SCAG’s comprehensive effort to implement Connect SoCal, which includes goals of improving the region’s economic vitality, , improving the region’s mobility options, and allowing the region to grow in a sustainable way that builds healthy and vibrant communities. RAMP is intended to advance several of Connect SoCal’s specified goals, namely to:

- Enhance the preservation, security, and resilience of the regional transportation system;
- Reduce greenhouse gas emissions and improve air quality;
- Support healthy and equitable communities;
- Adapt to a changing climate and support an integrated regional development pattern and transportation network; and
- Promote conservation of natural and agricultural lands and restoration of habitats.¹³

Connect SoCal also includes specific strategies to support implementing the region’s adopted Sustainable Communities Strategy (SCS). Several strategies are directly tied to supporting related

¹³ Connect SoCal p. 9.

greenhouse gas (GHG) reductions while others support the broader Plan goals. The RAMP initiative can help implement several “Green Region” SCS strategies, including:

- Preserve, enhance and restore regional wildlife connectivity;
- Reduce consumption of resource areas, including agricultural land; and
- Support local policies for renewable energy production, reduction of urban heat islands and carbon sequestration;
- Promote more resource efficient development focused on conservation, recycling and reclamation;
- Identify ways to improve access to public park space.¹⁴

Natural and Farm Lands Conservation and Climate Resolution 21-628-1

Connect SoCal also includes a Natural and Farm Lands Conservation Technical Report, which includes strategies intended to:

- Promote best practices in advanced mitigation;
- Facilitate partnerships and collaboration;
- Provide incentives for jurisdictions to work across county lines;
- Expand data sharing amongst partner agencies;
- Align support for local actors with funding opportunities;
- Support innovative land use policies;
- Improve natural corridor connectivity;
- Encourage urban greening and green infrastructure; and
- Connect the benefits of natural lands to public health – including air quality, recreation, and carbon sequestration.¹⁵

Connect SoCal’s policy goals and next steps related to the RAMP initiative were reaffirmed by the Regional Council in Resolution 21-628-1, which was adopted unanimously on January 7, 2021 and recognized a climate emergency in the SCAG region. The Resolution committed SCAG to “develop a regional advanced mitigation program (RAMP) as envisioned in Connect SoCal for regionally significant transportation projects to mitigate environmental impacts.”¹⁶

PEIR Mitigation Measures

Establishing a RAMP planning initiative fulfills required mitigation measures of the PEIR, which state that SCAG will support advanced mitigation efforts in the region (SMM AG-2) and provide easily accessible resources to help municipalities, conservation groups, developers and researchers prioritize lands for conservation (SMM BIO-2) as further described in these two mitigation measures. As a result, the RAMP initiative is both a project feature (as described above) and part of SCAG’s mitigation measure obligations.

Importantly, these mitigation measures apply only to SCAG. Nothing in the PEIR supersedes or applies to existing regulations pertaining to land use and policies of individual local jurisdictions, who fully retain their local authority to approve, deny or condition projects. Indeed, SCAG has no authority to impose

¹⁴ Connect SoCal p. 50.

¹⁵ Connect SoCal Natural and Farm Lands Conservation Technical Report pp. 21-22.

¹⁶ [Resolution 21-628-1](#).

these mitigation measures on jurisdictions. As a result, mitigation measures implemented by local jurisdictions in their own processing of projects are fully subject to a lead agency's independent discretion. Lead agencies are under no obligation, legal or otherwise, to use the mitigation measures identified in the PEIR. The determination of significance and identification of appropriate mitigation under CEQA is solely the responsibility of the lead agency.

The specific PEIR mitigation measures referencing the need to establish a RAMP initiative are highlighted below (with emphasis supplied identifying the specific language pertaining to the RAMP initiative that is the subject of this policy framework):

- *SMM AG-2: SCAG shall develop a Regional Greenprint, which is a strategic web-based conservation tool that provides the best available scientific data and scenario visualizations to help cities, counties and transportation agencies make better land use and transportation infrastructure decisions and conserve natural and farm lands. SCAG shall use the Greenprint to identify priority conservation areas and work with [County Transportation Commissions] CTCs to develop advanced mitigation programs or include them in future transportation measures by **(1) funding pilot programs that encourage advance mitigation including data and replicable processes, (2) participating in state-level efforts that would support regional advanced mitigation planning in the SCAG region, and (3) supporting the inclusion of advance mitigation programs at county level transportation measures.***
- *SMM BIO-2: SCAG shall continue to develop a regional conservation strategy in coordination with local jurisdictions and other stakeholders, including the county transportation commissions. The conservation strategy will build upon existing efforts including those at the sub-regional and local levels to identify potential priority conservation areas. **SCAG will also collaborate with stakeholders to establish a new Regional Advanced Mitigation Program (RAMP) initiative to preserve habitat. The RAMP would establish and/or supplement regional conservation and mitigation banks and/or other approaches to offset impacts of transportation and other development projects.** To assist in defining the RAMP, SCAG shall lead a multi-year effort to...develop new regional tools, like the Regional Data Platform and Regional Greenprint that will provide an easily accessible resource to help municipalities, conservation groups, developers and researchers prioritize lands for conservation based on best available scientific data. The Regional Greenprint effort shall also produce a whitepaper on the RAMP initiative, which includes approaches for the RAMP in the SCAG region, needed science and analysis, models, challenges and opportunities and recommendations.*

SCAG continues to pursue the development of a regional conservation strategy through regular convenings of its Natural & Working Lands Regional Planning Working Group, and through interviews and other engagements with stakeholders. The RAMP planning initiative is an important element of this strategy and, as guided by the RAMP policy framework, supports the region in achieving Connect SoCal's goals.

RAMP Opportunity & Challenge Areas

To identify opportunities and challenges associated with developing and launching a RAMP planning initiative for the expansive SCAG region, interviews were conducted with local transportation agencies with project mitigation needs, as well as with other stakeholders involved in related programs. These

interviews were conducted from April through December 2021 to gather initial feedback on potential program needs and benefits, and continued through Spring 2022 to inform the RAMP white paper.

Interviewees conveyed that a RAMP planning initiative could help address data gaps and facilitate data sharing between land use authorities and transportation entities. A RAMP planning initiative could also enhance cross-jurisdictional and cross-county collaboration to address mitigation project-by-project and at a county scale. Further, SCAG could foster local action by identifying incentives to spur advanced mitigation, and also provide solutions for reducing project impacts. SCAG could also incorporate an analysis of future mitigation needs and provide a menu of mitigation options and approaches for each county, rather than a one-size-fits-all approach, as specific project needs differ across the region and within each county. Importantly, a RAMP initiative could foster engagement with the California Coastal Commission, US Army Corps of Engineers, and Water Board to incorporate a focus on water resources in addition to biological resources. Overall, transparent engagement with CTCs, partner agencies, utilities, and communities would be important for the program’s success. Concerns included that a RAMP initiative could have potential duplication and/or conflicting mitigation efforts between regional, county, and local approaches, and that a RAMP initiative also may have gaps in direct application to local conditions.

In addition to interviewing CTCs across the SCAG region, SCAG staff engaged with other partners experienced in mitigation. These included Caltrans Districts #7 and #8, Brightline West, as well as Land Veritas – the largest mitigation bank in California. Feedback from these entities included that establishment of a RAMP planning initiative could bring private and public entities together towards a common goal and increase public awareness of environmental resources. These organizations also expressed support for a multi-county approach, especially when collaborating across Caltrans Districts for development of multi-species regional plans. They also encouraged development of a credit system that could provide consistency across management of multiple mitigation banks. Finally, they were interested in collaborating on advanced mitigation, specifically multi-agency advance mitigation projects.

Goals for Regional Advanced Mitigation

Considering the potential advantages and concerns for expanding regional advanced mitigation planning in Southern California, SCAG’s RAMP initiative shall aim to foster collaboration between programs across the region and support local implementing agencies to:

1. Facilitate infrastructure development and associated co-benefits, including but not limited to creating jobs, maximizing taxpayer funds, and supporting the building of housing;
2. Expedite project delivery;
3. Improve predictability for project funding;
4. Examine potential environmental impacts at the early stages of project development to help expedite the CEQA process;
5. Reduce costs, risks, and permitting time for responsible development;
6. Improve and reinforce regulatory agency partnerships;
7. Balance future growth and economic development with conservation and resilience; and
8. Achieve meaningful, regional-scale conservation outcomes and co-benefits, including but not limited to landscape and community resilience, improved water and air quality, wildlife corridors and connectivity, and recreation opportunities.

To implement these goals, SCAG will seek to:

1. Be a resource for local partners to consider actions in a regional context;
2. Focus this policy on the transportation sector and related infrastructure, and consider future policy opportunities to expedite and streamline mitigation needs for other sectors including housing, energy and utilities;
3. Identify ways to support implementing agencies to establish or supplement regional conservation and mitigation banks and other approaches to more effectively address impacts for projects that support reduction of per-capita vehicle miles traveled;
4. Support implementing agencies with data sharing, information and other resources helpful to their long-term management and stewardship of conserved properties;
5. Initiate studies to assess gaps where programs do not exist, and ascertain best ways to collaborate with partner agencies and permitting entities to address those gaps, including by supporting implementation agencies in developing new or partnership efforts;
6. Pursue partnerships and collaborative resource development with state agencies and other MPOs to leverage funding and align efforts beyond SCAG's jurisdictional boundaries;
7. Be a data resource with widely accessible data tools to help municipalities and transportation agencies make better land use and transportation infrastructure decisions and conserve natural and farm lands, consistent with Connect SoCal's PEIR Mitigation Measure SMM AG-2 and SMM BIO-2;
8. Use a science-based methodology to support implementing agencies' development of various RAMP initiatives across the region; and
9. Develop a process for monitoring and measuring outcomes from RAMP efforts.

These goals and actions are intended to advance policies established in Connect SoCal, support proactive implementation of required mitigation measures in the PEIR and focus SCAG's role on serving as an "information provider" and "convener and coordinator" as described in the RAMP white paper. Any expansion of SCAG's role as a "mitigation planner," "marketplace," "funder" or "sponsor," also described in the white paper, would require additional consideration and action by the Regional Council.

Data Needs & Resources to Support RAMP

Science Based Approach

Utilizing a science-based approach to understand the comprehensive biological and resource needs of a given area to discern potential impacts from development projects at the early planning stages is an essential element of regional advanced mitigation. As shared through interviews with CTCs and other practitioners, data access and information sharing is a key benefit of a RAMP planning initiative. As noted by a Federal Highway Administration (FHWA) funded study looking at advanced mitigation nationwide, "improved environmental information is needed on the front end of the project delivery process. Under the current process, state DOTs retrieve environmental data from a variety of sources and then assess environmental impacts and constraints. A central data clearinghouse – similar to those that MPOs

developed in the [US Environmental Protection Agency’s] Eco-Logical grants – could improve assessment processes and mitigation outcomes.”¹⁷

Consistent with Connect SoCal’s PEIR Mitigation Measure AMM AG-2 and SMM BIO-2, SCAG is separately developing a web-based data tool, referred to as SoCal Greenprint.

To ensure that data provided through the tool aligns with advanced mitigation opportunities and fulfillment of the Connect SoCal PEIR mitigation measures, establishment of the SoCal Greenprint tool will adhere to data policies, governance standards, user guidelines, data selection criteria, and data parameters that will be developed by staff with input and consultation from a technical advisory committee (described below) and presented to the Energy & Environment Committee (EEC) and the Regional Council for their review and approval. . The technical advisory committee will be comprised of at least one staff representative from: each county transportation commission in the SCAG region, Caltrans, each county government in the SCAG region, the City of Los Angeles, and two city governments within each county in the SCAG region. This technical advisory committee shall be open to the public and seek input from the development community, non-governmental conservation groups, regional conservation agencies, researchers, and other stakeholders.

¹⁷ Overman, J. H., Storey, B., Kraus, E., Miller, K., Walewski, J., Elgart, Z., & Atkinson, S. (2014). Maximizing mitigation benefits-making a difference with strategic inter-resource agency planning: year one technical report (No. FHWA/TX-13/0-6762-1). Texas. Dept. of Transportation. Research and Technology Implementation Office.

Appendix A - Established RAMPs in SCAG Region

Mitigation Banks

A conservation or mitigation bank is privately or publicly owned land managed for its natural resource values. In exchange for permanently protecting, managing, and monitoring the land, the bank sponsor is allowed to sell or transfer habitat credits to permittees who need to satisfy legal requirements and compensate for the environmental impacts of developmental projects ([CDFW](#)). There are several mitigation banks in the SCAG region:

I. Soquel Canyon Mitigation Bank, City of Chino Hills

The Soquel Canyon Mitigation Bank, an over 300-acre property located predominantly within the City of Chino Hills, San Bernardino County and includes a few acres located in Orange County. The bank is owned by Land Veritas, a California-based mitigation bank owner. The southern boundary of the bank, the Chino Hills State Park, is an open space area that straddles the junction of San Bernardino, Orange, Riverside and Los Angeles Counties and is a critical link in the Puente-Chino Hills biological corridor.¹⁸

II. Peterson Ranch Mitigation Bank, Los Angeles County

The Petersen Ranch Mitigation Bank, covering over 4,000 acres within the boundaries of the proposed San Andreas Rift Zone Significant Ecological Area in Los Angeles County, is the largest bank in California and one of the largest banks in the United States. The bank is owned by Land Veritas and offers compensatory mitigation across a large part of Southern California.¹⁹

III. Santa Paula Creek Mitigation Bank, Ventura County

The Santa Paula Creek Mitigation Bank includes over 200 acres across Northern Ventura and Los Angeles counties and was the first mitigation bank of its kind in the area, established in 2011. The bank’s service area covers the combined watersheds of the Santa Clara and Ventura Rivers. Property was previously owned by Santa Paula Water Works LTD and then purchased by SPC Environmental Holdings, Inc.²⁰

IV. Chiquita Canyon Conservation Bank, Orange County

The Chiquita Canyon Conservation Bank covers 1,182 acres in Orange County, just east of the City of Mission Viejo. The bank was established in 1996 with Foothill/Eastern Transportation Corridor Agency as its sponsor.²¹

V. Barry Jones Wetland Mitigation Bank, Riverside County

The Barry Jones Wetlands Mitigation Bank is located in western Riverside County and incorporates the 33-acre Skunk Hollow Vernal Pool Preserve, the second largest vernal pool in the state, along with 107

¹⁸ Land Veritas, <https://landveritasmitigationbanks.com/soquel.html>
¹⁹ Land Veritas, <https://landveritasmitigationbanks.com/petersen.html>
²⁰ California Department of Fish and Wildlife, <https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=180663>;
<https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=109831>
²¹ Federal Regulatory in-lieu Fee and Bank Information Tracking System,
https://ribits.ops.usace.army.mil/ords/f?p=107:10::NO::P10_BANK_ID:668

acres of the pool’s upland watershed. The bank was established in 1997 and is managed by the Center for Natural Lands Management.²²

VI. Black Mountain Conservation Bank, San Bernardino

The Black Mountain Conservation Bank, located in the western Mojave Desert of San Bernardino County, spans over 1,940 acres. The bank was established in 2018 and is managed by Wildlands, a conservation and mitigation bank.²³

VII. Cajon Creek Habitat Conservation Management Area, San Bernardino

The Cajon Creek Conservation Bank was first established in 1996 and was expanded to cover over 1,300 acres in 2017. The bank, managed by Vulcan Materials Company, is located in Cajon Wash and Lytle Creek in San Bernardino County.²⁴

VIII. Mojave Desert Tortoise Conservation Bank, San Bernardino County

The Mojave Desert Tortoise Conservation Bank covers 4,658 acres or preserved habitat and includes 8 sites across San Bernardino County. The bank was authorized in May 2020 and is one of the largest tortoise conservation banks in the state.²⁵

IX. Riverpark Mitigation Bank, Riverside County

Riverpark Mitigation Bank serves western Riverside and portions of San Bernardino Counties and is located at the southern terminus of the California State Water Project that moves water to Southern California from the San Francisco Bay Delta. The bank is sited in one of the priority areas designated by the Western Riverside County Multi-Species Habitat Conservation Plan (MSHCP).²⁶

Regional Conservation Plans

Local agencies throughout the region have worked together to form Regional Conservation Plans (RCPs) that can span multiple jurisdictions, recognizing that important habitats do not routinely line up with jurisdictional borders. Additionally, RCPs efficiently address mitigation mandates pursuant to CEQA by anticipating transportation projects and “banking” potentially threatened endangered-species habitats. Multiple Species Habitat Plans (MSHCPs) allow the county, its cities and special districts to more effectively make local land use decisions regarding development, while adhering to state and federal endangered species acts regulations and environmental mandates. Under an MSHCP, wildlife agencies grant authorization for public and private development that is potentially detrimental to individual species, in return for assembling and managing a coordinated Conservation Area. Similar to the MSHCP, Natural Communities Conservation Plan/Habitat Conservation Plans (NCCP/HCP) acquire and manage large conservation areas that can be made up of several distinct jurisdictions. An NCCP/HCP takes a

²² California Department of Fish and Game, <https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=151451>;

McCollum & Sweetwater, Mitigation and Conservation Banks, <https://mccollum.com/mitigation/>

²³ Wildlands, <https://www.wildlandsinc.com/banks/black-mountain-conservation-bank-2/>

²⁴ Vulcan Materials Company, <https://westerncsr.vulcanmaterials.com/2019/01/08/protecting-our-endangered-species/>

²⁵ The Mojave Desert Tortoise Conservation Bank, <https://deserttortoisebank.com/>

²⁶ McCollum & Sweetwater, <https://mccollum.com/mitigation/>; Ecosystem Investment Partners, <https://ecosystempartners.com/project/riverpark/>

broad-based ecosystem approach, focusing on the long-term protection of wildlife and plant species while also allowing for development. There are five established RCPs in the SCAG region:

I. Coachella Valley MSHCP

This plan aims to preserve 240,000 acres of natural habitat and 27 plant and animal species in the Coachella Valley region of Riverside County. Since receiving its state and federal permits in 2008, about 40% of the land (89,000 acres) has been acquired. A major amendment is that includes the entire City of Desert Hot Springs was approved in August 2016.

II. Lower Colorado River MSCP

Established in 2005, this program is a multi-state plan to balance use of the Colorado River's water resources and conservation of native species and their habitats along the lower Colorado River in compliance with the Endangered Species Act. The program area covers over 400 miles of the lower Colorado River across Arizona, Nevada, and California and aims to preserve over 8,100 acres of habitat, produce over 1.2 million native fish, and benefit at least 27 species, most of which are state or federally listed as endangered, threatened, or sensitive.

III. Orange County Central-Coastal NCCP/HCP

Approved in 1996, this plan was one of the first regional HCPs in the country. The planning area covers 208,000 acres, protecting habitats for 39 species, six of which are federally listed endangered species. Participating organizations include seven cities, the County of Orange, Irvine Company, Metropolitan Water District, the Transportation Corridor Agencies and UC Irvine.

IV. OCTA Measure 2 NCCP/HCP

Approved in 2017, this plan protects threatened plant and wildlife species and covers routine maintenance for preserve areas. It is funded by OCTA's Measure M2 Environmental Freeway Mitigation Program. An extension of Measure M (1990), Measure M2 is a voter-approved half-cent sales tax increase to fund transportation improvements. Over thirty years, the Environmental Mitigation Program will allocate about \$300 million to acquire natural lands and fund habitat restoration projects, while enabling a more streamlined approval process for freeway improvement projects. Since the initial funding round in 2010, 1,300 acres of natural lands have been acquired and twelve restoration projects have been funded. The total land in the planning area is 510,000 acres.

V. Western Riverside MSHCP

Half a million acres of land are designated for conservation under this plan, the largest habitat conservation plan in the United States. When the MSHCP was enacted in 2008, nearly 70 percent of the land already had public or quasi-public status. Since then, the Regional Conservation Authority (RCA), the plan's facilitating agency, has been active in acquiring the remaining 153,000 acres. To date, 42 percent of the total land has been acquired.

Regional Conservation Investment Strategies

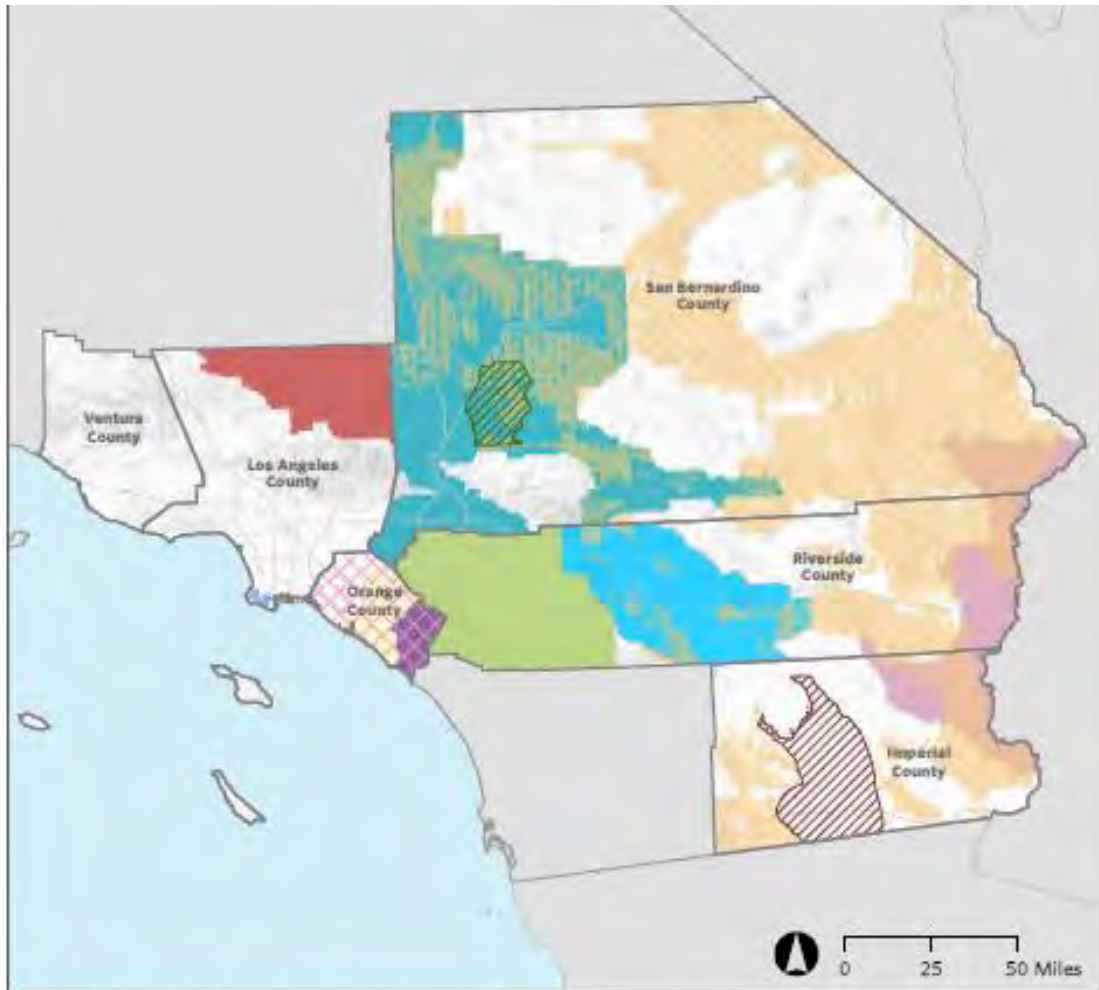
Established by Assembly Bill 2087, the California Department of Fish and Wildlife created the Regional Conservation Investment Strategy (RCIS) program in 2017 to encourage regional approaches for advance mitigation and conservation. The program is a voluntary, non-regulatory conservation assessment and

strategy to benefit species and habitats of concern and to provide a more efficient and effective approaches to mitigation and conservation. An RCIS can be used as the basis for advance mitigation and have the benefit of streamlining. There is one approved RCIS in the SCAG region:

VI. Antelope Valley Regional Conservation Investment Strategy

Approved in 2021 by the California Department of Fish and Wildlife, the Antelope Valley RCIS (AVRCIS) covers over 707,000 acres in northern Los Angeles County. The AVRCIS identifies conservation goals and objectives, conservation actions, habitat enhancement actions, and conservation priorities. It is a voluntary non-regulatory conservation strategy intended to guide conservation investments and advance mitigation, as well as help species and their habitats adapt to climate change and other pressures, in the AVRCIS area.

Appendix B – Map of Existing RAMP Boundaries in the SCAG Region



Created by: TNC California, January 26, 2020
 Sources: Regional Conservation Plans - CDFW; RCS - ICF; Dudek; Savanap; -Eri

Draft RAMP Policy Framework Stakeholder Engagement Summary

Since the April 26th meeting of the RAMP-ATG and leading up to the November 16th meeting of the RAMP-ATG, SCAG staff have engaged with stakeholders in the business, environmental, and public sectors to receive feedback on the Draft RAMP Policy Framework

Business and Development Stakeholders

SCAG executive staff conducted several meetings virtually and in person with stakeholders from the business and development community. They also provided written feedback in the form of a red-lined version of the Draft RAMP Policy Framework, which is included in the attachments. Specific feedback included:

- Remove references to SoCal Greenprint.
- Include caveat that RAMP is not intended to be considered “best available scientific data,” and remove other references to “best available scientific data.”
- Include new process for continued or new Advisory Task Group
- Limit RAMP and Greenprint to lands planned for agricultural or open space and mitigation for agricultural and biological resource impacts
- Remove language describing connection to Connect SoCal’s goal to support reduction of per capita vehicle miles travelled.
- Change Goal #3 to limit RAMP to mitigation for transportation related infrastructure.
- Change Goal #5 to limit potential gap assessment studies to requests from local lead agencies and partner agencies.
- Strike Goal #6: *“Pursue partnerships and collaborative resource development with state agencies and other MPOs to leverage funding and align efforts beyond SCAG’s jurisdictional boundaries.”*

Additionally, The Tejon Ranch Company sent a comment letter (attached) requesting exclusion of Antelope Valley Regional Conservation Investment Strategy (AVRCIS) data from the SoCal Greenprint. Short of exclusion, they request that the dataset would be prefaced with a May 3, 2022 letter from the California Department of Fish and Wildlife clarifying the role of the RCIS.

Private Sector Meeting Attendees:

Name	Title	Agency
Adam Wood	Chief Administrator	Building Industry Legal Defense Foundation (BILD)
Carlos Rodriguez	Chief Executive Officer	Building Industry Association Baldy View Chapter
Chris Wilson	Senior Policy Manager	Los Angeles County Business Federation (BizFed)

Greg McWilliams	Chairman	California Business Properties Association
Jeff Montejano	Chief Executive Officer	Building Industry of Southern California
Jennifer Hernandez	Partner	Holland & Knight
Mike Roos	Founder and Chief Consultant	Mike Roos and Company
Richard Lambros	Managing Director	Southern California Leadership Council

Environmental Stakeholders

On August 17th, 2022, SCAG executive and planning staff met with stakeholders from the environmental field, representing conservation nonprofits, public agencies, and universities. Attendees provided the following feedback:

RAMP White Paper and Policy Framework

- Concerns about decision to create Policy Framework prior to the SoCal Greenprint. Data should be basis to build policy rather than let policy determine which data is relevant.
- Emphasized that housing and conservation are not competing interests, especially with infill development.
- RAMP would be a good option for LA Metro.
- RAMP and Greenprint allow for an alignment of efforts that leverages state and federal conservation dollars.

RAMP Data Needs

- Important to include data on lands not currently conserved, otherwise it would be redundant with existing maps and does not meet the requirements of the Connect SoCal Mitigation Measure.
- Inclusion of equity and environmental justice data is important because it is not currently easily available.
- Need accurate data to fulfill Executive Order N-82-20 to protect 30% of California's natural lands and coastal waters by 2030.
- The initial datasets that were posted were very promising, wide sweeping, and touched a lot of important topics.
- Recommendation to use 500-year floodplain data instead of 100-year flood data, and metric for impervious surface cover reduction.

Stakeholder Engagement

- Concerns that SCAG is prioritizing business community over other stakeholders.
- Encourage more engagement with tribal communities, AQMD, Coastal Commission, Municipal Water District and Caltrans.

SoCal Greenprint

- Concerns about the precedent that pausing or weakening the SoCal Greenprint could have on future sustainability initiatives, especially in the face of a climate emergency.
- SoCal Greenprint will help users integrate protection of habitat and open space into land use plans avoid potential litigation by addressing issues early in the process.

Meeting Attendees:

Name	Title	Organization
Aaron Echols	Restoration Ecologist	Inland Empire Resource Conservation District
Adrienne Calbreath	Public Programs Supervisor	LA Conservation Corps
Andy Shrader	Executive Director, Environmental Affairs, Health & Sustainability Policy	Office of LA Councilmember Paul Koretz
Arthur Levine	Applied Research Fellow	Robert Redford Conservancy at Pitzer College
Brad Jenkins	President	California Native Plant Society
Brenda Gallegos	Program Associate, Conservation	Hispanic Access
Brenda Rubio	Project Associate, Climate Initiative	Trust for Public Land
Chase Engelhardt	Housing and Transportation Specialist	Climate Resolve
Chris Chavez	Deputy Policy Director	Coalition for Clean Air
Claire Schlotterbeck	Executive Director	Hills for Everyone
Dan Silver	Chief Executive Officer	Endangered Habitats League
Daniel Rossman	Southern California Mountains Landscape Director	The Wilderness Society
Devon Provo	Policy Manager	Accelerate Resilience LA

Elizabeth Reid-Wainscoat	Urban Wildlands Campaigner	Center for Biological Diversity
Hugh Coxe	Project Manager	Trust for Public Land
Jack Eidt	Executive Director, Co-Founder	SoCal 350 Climate Action
John Howell	Chief Executive Officer	Arroyos & Foothills Conservancy
Julie Coffey	Staff Research Associate	UC Irvine Eco Preserve
Marcia Hanscom	Chapter Leader	Sierra Club Angeles Chapter
Marven Norman	Policy Coordinator	Center for Community Action and Environmental Justice
Melanie Schlotterbeck	Green Vision Coordinator	Friends of Harbors, Beaches and Parks
Melanie Winter	Director	The River Project
Patricia Martz	President	California Cultural Resources Preservation Alliance
Paul Waggoner	Community Engagement Coordinator	Banning Ranch Conservancy
Rebecca Crowe	Vice President	California Native Plant Society
Robin Smith	Chair	Sierra Club Angeles Chapter
Sarah Wright	Community Engagement Specialist	UC Riverside Center for Social Innovation
Susan Phillips	Professor of Environmental Analysis	Pitzer College
Susie Onate	Board Member	Newport Bay Conservancy
Travis Longcore	Professor	UCLA Institute of Environment and Sustainability
Victor Leipzig	Past President	Sea and Sage Audubon Society

Public Sector Stakeholders

On October 12, 2022, SCAG executive and planning staff met with public sector stakeholders from transportation agencies, COGs, city and county planning departments, and federal resource agencies. Some staff from private entities attended as well, however they did not contribute to the discussion.

After the meeting, SCAG received a letter from Orange County Transportation Authority (OCTA) requesting the opportunity to review and comment on the final RAMP Policy Framework before submittal to the ATG, Energy and Environment Committee and Regional Council for approval. The letter is included in the attachments.

Attendees to the workshop provided the following feedback:

RAMP White Paper and Policy Framework

- Expand White Paper and Policy Framework to include how RAMP could be used towards development projects other than transportation, such as housing and energy infrastructure
- Show best practices and lessons learned from other RAMPS
- There needs to be a full understanding of mitigation needs in the region and what the conservation would go towards

Proposed SoCal Greenprint Technical Advisory Committee

- More than one city from each county should be included in the TAC
- Include appropriate representation from different subregions. For example, City of Los Angeles has multiple subregions within one jurisdiction
- The previously proposed TAC makeup looks equitable for the region, however including TCA would give Orange County an additional seat, which is not equitable for the other counties. Instead, TCA can provide feedback to OCTA via their local Technical Advisory Committee.
- The TAC should evaluate including broad scale vs. parcel scale data

RAMP Data Needs

- Some datasets in the Greenprint Proposed Data Layer List are old. There should be a policy to keep data updated and to evaluate if some should be replaced by alternate datasets
- Datasets that don't apply to the SCAG region should be eliminated
- Evaluate if datasets that deal with similar topics are conflicting or overlapping
- Some of the current data focuses on areas of analysis explored by state agencies. Need to evaluate if datasets are duplicative, or can rely on state data.

Meeting Attendees

Name	Title	Agency
Aaron Hake	Deputy Executive Director	RCTC/RCA
Amanda Fagan	Director of Planning & Sustainability	VCTC
Amy Bodek	Director of Regional Planning	Los Angeles County Department of Regional Planning

Angel Garfio	Associate Transportation Analyst	OCTA
Brianne Logasa	Management Analyst	SGVCOG
Chris Wilson	Senior Policy Manager	BizFed
Francis Appiah	Senior Environmental Planner	Caltrans, District 7
Frank Yokoyama	Councilmember, CEHD Chair	City of Cerritos
Gail Shiomoto-Lohr	Regional Planning Consultant	City of Mission Viejo
Irene Takako Farr	Associate	Better World Group
Jennifer Savage	Assistant to the City Manager	City of San Clemente
John Taylor	Fish and Wildlife Biologist	US Fish and Wildlife
Josh Lee	Deputy Director of Planning	SBCTA/SBCOG
Jude Miranda	Transportation Planner	Caltrans
Justin Equina	Senior Planner	City of Irvine
Lesley Hill	Project Manager	OCTA
Lori Huddleston	Transportation Planning Manager	Metro
Marnie Primmer	Executive Director	OCCOG
Mike Howard	Senior Biologist	Dudek
Peter Satin	Regional Planner	CVAG
Sally Brown	Fish and Wildlife Biologist	USFWS
Suzanne Peterson	Senior Analyst	WRCOG
Thuy Hua	Supervising Planner	Los Angeles County Department of Regional Planning
Valarie McFall	Acting CEO	Transportation Corridor Agencies
Wayne Morell	Director of Planning	City of Santa Fe Springs



December 8, 2022

VIA ELECTRONIC MAIL

(scaggreenregion@scag.ca.gov)

Southern California Association of Governments
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017

Dear Members of the Board, Committee Members, and Staff:

This letter is a follow-up to Tejon Ranch Company's letters dated August 18, 2021, October 5, 2021, December 9, 2021, and September 23, 2022, and is provided in response to Regional Advance Mitigation Planning - Advisory Task Group meeting held on November 16, 2022. Tejon Ranch was pleased to learn that SCAG had reconsidered its prior position and has now agreed to either remove the Antelope Valley Regional Conservation Investment Strategy ("AVRCIS") in its entirety or include clarification from the California Department of Fish and Wildlife ("CDFW") letter dated May 3, 2022, provided by Tejon Ranch in our letter dated September 23, 2022.

While Tejon Ranch continues to object to the inclusion of AVRCIS as a dataset source in the proposed SoCal Greenprint, Tejon Ranch also seeks to include further clarification made possible by the announcement of a litigation settlement involving the Tejon Ranch Conservancy and the signatory resource organizations to the 2008 Tejon Ranch Conservation and Land Use Agreement ("Agreement"), namely, Audubon California, Endangered Habitats League, Natural Resources Defense Council, Planning and Conservation League, and the Sierra Club ("Resource Groups"). The legal dispute stemmed from the signatories' participation in the development of the AVRCIS, which was subsequently used by the Center for Biological Diversity ("CBD") and the California Native Plant Society ("CNPS") to oppose Tejon Ranch's Centennial development. That litigation has been amicably settled and a November 14, 2022 letter from the Resource Groups further clarifying their position on the AVRCIS as it pertains to Tejon Ranch Projects has been attached hereto.

The California State Legislature envisioned an RCIS to be a voluntary and non-regulatory, regional conservation strategy that does not alter existing land use authority, standards for issuance of permits and approvals, standards under the California Environmental Quality Act, or whether a project or project impacts are authorized or prohibited. In practice, though, the AVRCIS was weaponized by CBD and CNPS in California Environmental Quality Act (CEQA) litigation to challenge the local land use authority of approved projects within the Economic Opportunity Areas designated for development within the Antelope Valley Area Plan and the Los Angeles County General Plan.

In the spirit which launched the Greenprint process originally, I respectfully ask that SCAG also ensure the Greenprint's integrity by remaining consistent with the approved Antelope Valley Area Plan and the Los Angeles County General Plan. Short of exclusion of the AVRCIS as a dataset, we request that SCAG fully respect Los Angeles County's lawfully enacted land use plans and the clear intent of the State Legislature by including the attached November 14, 2022, letter on behalf of the Resource Groups and the previously

P.O. Box 1000 | 4436 Lebec Road
Tejon Ranch, CA 93243
661 248 3000 O | 661 248 3100 F
www.tejonranch.com

submitted letter dated May 3, 2022 from the California Department of Fish and Wildlife as a preface to the AVRCIS in the Greenprint data set.

Thank you for your consideration of this important issue.

Sincerely,



Marc W. Hardy
Senior Vice President and General Counsel

Attachment

To Whom it may Concern:

November 14, 2022

This letter is written with reference to Tejon Ranch, and any Ranch uses as provided for in the Ranchwide Agreement, including Tejon Ranch commercial or residential development projects, (commonly known as Centennial, Grapevine, Grapevine North, Tejon Mountain Village, and Tejon Ranch Commerce Center) (“Development Projects”), Tejon Ranch project approvals, (“Approvals”), and infrastructure serving Tejon Ranch and Tejon Ranch Projects (utility, public service and transportation infrastructure serving Tejon Ranch), (“Related Projects”) (singularly and collectively the Development Projects, Approvals, and Related Projects shall be known as and are referenced herein as “Projects”).

The undersigned organizations are signatories to the 2008 Tejon Ranch Conservation and Land Use Agreement (“RWA”), which has been widely hailed as a historic conservation achievement in preserving one of California’s great natural and working landscapes. The Tejon Ranch Company’s agreement to conserve 90 percent of its landholdings pursuant to the RWA is a monumental contribution to conservation in California.

The undersigned agree that a regional conservation investment strategy as authorized by Fish & Game Code Section 1850 *et seq.* (“RCIS”), and the Antelope Valley Regional Conservation Investment Strategy (“AVRCIS”) in particular, is a voluntary, non-regulatory and nonbinding conservation assessment.

The undersigned further agree that an RCIS with boundaries including or adjacent to Tejon Ranch lands and specifically the AVRCIS: (a) does not regulate land use, establish land use designations, or otherwise affect, limit, or restrict the land use authority of any public agency; (b) does not create, modify, or impose any legal requirement, or, to the extent that site-specific data exist, or can be imputed to exist from models or derived plans, does not constitute “best available scientific data” for any purpose related to Tejon Ranch lands including but not limited to the California Environmental Quality Act; and (c) does not control the Projects or Project approvals under any statute, regulation, agency policy, standard, plan or practice, including CEQA, for any Project permits and approvals, funding or approvals sought, or obtained by any public agency, including but not limited to whether a Project or Project impacts are authorized, prohibited, or warrant any mitigation, condition or restriction on any Project approval.


Because the RCIS program is voluntary, discretionary, non-binding, and non-regulatory, nothing in law allows CDFW or any other state or local agency to use an RCIS as a regulatory requirement against a landowner like the Tejon Ranch Company or to seek to compel any landowner to participate. Consistent with our mutual commitment to the conservation provided for in the RWA, the undersigned organizations recognize the legitimate right of the Tejon Ranch Company to decline to participate in the Antelope Valley Regional Conservation Investment Strategy (AVRCIS) process and to exclude its lands and development projects from consideration for AVRCIS program activities or actions in any way and in any forum.

Lastly, the undersigned agree that we do not support the use of any RCIS and/or the AVRCIS in particular, in any venue or forum, including administratively, legislatively or judicially, to

establish, supplement, contest or support what is or is not ‘best available science’ in the context relating or directly relating to Tejon Ranch Projects.

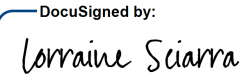
DATED: November 14, 2022

NATURAL RESOURCES DEFENSE COUNCIL, INC., a New York nonprofit corporation

By: 
589EF324105B409...
Joel Reynolds
Its: Western Director, Senior Attorney

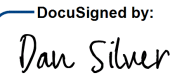
DATED: November 14, 2022

NATIONAL AUDUBON SOCIETY, INC., a New York nonprofit corporation

By: 
EB0E3A8C35794E1...
Lorraine Sciarra
Its: Vice President, General Counsel

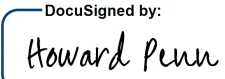
DATED: November 14, 2022

ENDANGERED HABITATS LEAGUE, a California nonprofit public benefit corporation

By: 
56C05B93BE544B8...
Dan Silver
Its: President

DATED: November 14, 2022


PLANNING AND CONSERVATION LEAGUE, a California nonprofit public benefit corporation

By: 
3457ECE1201C457...
Howard Penn
Its: Executive Director

Attachment: December 8, 2022 Letter from Tejon Ranch Co. (Draft Regional Advance Mitigation Planning (RAMP) Policy Framework)

DATED: November 14, 2022


SIERRA CLUB, a California nonprofit public benefit corporation

By: 

Aaron Isherwood
Its: Phillip S. Berry Managing Attorney

DATED: November 14, 2022

TEJON RANCH CONSERVANCY, a California nonprofit public benefit corporation

By: 

Jaron Cramer
Its: Executive Director



State of California – Natural Resources Agency
 DEPARTMENT OF FISH AND WILDLIFE
 Director's Office
 P.O. Box 944209
 Sacramento, CA 94244-2090
www.wildlife.ca.gov

GAVIN NEWSOM, Governor
 CHARLTON H. BONHAM, Director



Attachment: December 8, 2022 Letter from Tejon Ranch Co. (Draft Regional Advance Mitigation Planning (RAMP) Policy Framework)

May 3, 2022

Gregory S. Bielli
 President & Chief Executive Officer
 Tejon Ranch
 4436 Lebec Road
 Tejon Ranch, CA 93243

Dear Mr. Bielli:

The California Department of Fish and Wildlife (Department) and Tejon Ranch (Ranch) have a long history of working together. The list of issues between the Department and Ranch covers topics from landscape scale conservation to wildlife connectivity, from permitting responsible development and housing to **stewardship of one of the state's largest conservation agreements**. Another issue of interest to both of us is the appropriate implementation of a relatively new program at the Department that allows for the creation of Regional Conservation Investment Strategies (RCISs).

This new law and program encourage a voluntary, non-regulatory process intended to result in higher-quality conservation outcomes and includes an advance mitigation tool. This program uses a science-based approach to identify conservation opportunities and consists of three components: regional conservation assessments (RCAs), regional conservation investment strategies (RCISs), and mitigation credit agreements (MCAs.). These tools are broadly supported across the state, and while we are in the beginning phases of implementing the program, transportation, infrastructure, and local government leaders around the state are embracing this program to both conserve natural resources and create regulatory certainty for industries.

I thank you for your appreciation of the value of RCISs when used consistent with Fish and Game Code sections 1850-1861 and the RCIS Guidelines the Department published in 2017 and amended in September 2018.

The Department acknowledges that one RCIS effort has generated significant negative feedback from the Ranch. This one example is the Antelope Valley RCIS. The purpose of my letter to you is to clarify the Department's view on RCIS.

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First, the development of an RCIS is purely voluntary. The Department cannot compel any public entity to pursue an RCIS, nor can it prevent any public agency, or other individuals or entities working with a public agency, from pursuing and proposing an RCIS.

Second, RCIS is a non-regulatory and non-binding conservation assessment. Nothing in law allows the Department or any other state or local agency to use an RCIS as a regulatory requirement against an entity like the Ranch. Indeed, **the statute expressly states that an RCIS “shall not affect the authority or discretion of any public agency and shall not be binding upon public agencies other than parties to a mitigation credit agreement.”** (Fish & G. Code, § 1855, subd. (a).) The statute goes on to clarify that an RCIS does not alter existing land use authority, standards for issuance of permits and approvals, standards under the California Environmental Quality Act, or whether a project or project impacts are authorized or prohibited. (Fish & G. Code, § 1855, subd. (a)-(b).)

The Department is aware that various parties in litigation concerning Los Angeles County’s approval of its Antelope Valley Area Plan, Los Angeles County’s approval of the Centennial Specific Plan, and transportation projects have sought to introduce the Antelope Valley RCIS as evidence to support their challenges to local agency actions. To the best of our knowledge, in each of these cases the court has appropriately determined that the Antelope Valley RCIS is not an obstacle to discretionary land use decisions by local agencies.

To be very clear, the Department does not support any RCIS being used in this manner. As noted above, the development of RCISs does not create, modify, or impose regulatory requirements or standards, regulate land use, establish land use designations, or affect the land use authority of a public agency. We are concerned that transporting a voluntary, incentive-based program as evidence into a judicial proceeding will have the consequence of chilling future interest in the very tool the Department seeks to make available around the state to increase conservation outcomes.

At the request of the Ranch, the Department helped ensure that the public agency proposing the Antelope Valley RCIS did not include any Ranch lands within the RCIS boundaries. The Department further acknowledges that there can be differences of opinions about what constitutes **“best available science”** in natural resources management and planning, and that this question has arisen in the context of the Antelope Valley RCIS. Looking ahead, the Department does not support good faith, collaborative efforts in a voluntary

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President & Chief Executive Officer
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venue like RCIS being raised by others in a confrontational venue like California Environmental Quality Act litigation to advocate what is or is not “best available science.” An RCIS should not be weaponized for litigation. These were not the goals of Assembly Bill 2087 and Senate Bill 103 in creating the program.

I thank you for raising your concerns directly with me regarding the Antelope Valley RCIS. Notwithstanding those concerns, I trust you can appreciate the broader success and support across the state for new voluntary based efforts to create regulatory certainty and conserve our great natural resources in California. Please stay in touch so that we can continue the collaboration between Tejon Ranch and the California Department of Fish and Wildlife.

Sincerely,



Charlton H. Bonham
Director



Southern California Association of Governments
January 5, 2023

To: Energy & Environment Committee (EEC)
Transportation Committee (TC)
Regional Council (RC)
From: Lijin Sun, Principal Planner
213-236-1804, sunl@scag.ca.gov
Subject: Release of Transportation Conformity Analysis of Draft Connect SoCal
2020 Amendment #3 and 2023 Federal Transportation Improvement
Program Consistency Amendment #23-03 for Public Review and
Comment

EXECUTIVE DIRECTOR'S
APPROVAL

RECOMMENDED ACTION FOR EEC:

Recommend that the Regional Council authorize the Executive Director to release the transportation conformity analysis of the draft Connect SoCal 2020 Amendment #3 and 2023 Federal Transportation Improvement Program Consistency Amendment #23-03 for public review and comment.

RECOMMENDED ACTION FOR RC:

Authorize the Executive Director to release the transportation conformity analysis of the draft Connect SoCal 2020 Amendment #3 and 2023 Federal Transportation Improvement Program Consistency Amendment #23-03 for public review and comment.

RECOMMENDED ACTION FOR TC:

Receive and File

STRATEGIC PLAN:

This item supports the following Strategic Plan Goal 1: Produce innovative solutions that improve the quality of life for Southern Californians.

EXECUTIVE SUMMARY:

As previously reported, to reduce impact of the conformity lockdown and in collaboration with the six County Transportation Commissions (CTCs) in the SCAG region, SCAG staff proactively initiated in March 2022 the development of Connect SoCal 2020 Amendment #3 and 2023 FTIP Consistency Amendment #23-03. These Connect SoCal and FTIP Amendments are to process additional urgent new transportation projects and changes to existing transportation projects that could not be included in the accelerated 2023 FTIP and Connect SoCal 2020 Consistency Amendment #2.

SCAG staff has completed the development of the draft Connect SoCal 2020 Amendment #3 and 2023 FTIP Consistency Amendment #23-03 including the associated transportation conformity analysis. Further, the conformity analysis demonstrates that the draft Connect SoCal 2020 Amendment #3 and 2023 FTIP Consistency Amendment #23-03 meet all federal transportation conformity requirements. Staff is seeking recommendation from the Energy & Environment Committee (EEC) and approval of the Regional Council (RC) on the same day today to release the conformity analysis as part of the draft Connect SoCal 2020 Amendment #3 and 2023 FTIP Consistency Amendment #23-03 for a 30-day public review and comment. Upon completion of public review and comment, the proposed final Connect SoCal 2020 Amendment #3 and 2023 FTIP Consistency Amendment #23-03 will be scheduled to be presented to the Transportation Committee (TC) and the associated transportation conformity analysis will be scheduled to be presented to the EEC for recommended adoption by the RC, which is anticipated to occur in either April or May 2023, pending U.S. Environmental Protection Agency (EPA) final approval of updated Coachella Valley ozone transportation conformity budgets.

BACKGROUND:

SCAG is the federally designated Metropolitan Planning Organization (MPO) for the six (6) county region of Southern California and the designated Regional Transportation Planning Agency (RTPA) per state law. As such, it is responsible for developing and maintaining the RTP/SCS and FTIP in cooperation with the State (Caltrans), the CTCs, and public transit operators.

On May 7, 2020, the RC adopted the Connect SoCal 2020 (2020 RTP/SCS) for federal transportation conformity purposes only. On June 5, 2020, the Federal Highway Administration and Federal Transit Administration (FHWA/FTA), in coordination with U.S. EPA Region 9, approved the final transportation conformity determination required under the federal Clean Air Act for the Connect SoCal 2020. On September 3, 2020, the RC approved and adopted the Connect SoCal 2020 for all purposes.

On November 4, 2021, the RC approved the Connect SoCal 2020 Amendment #1 and the 2021 FTIP Consistency Amendment #21-05 including the associated transportation conformity determinations. On January 4, 2022, FHWA/FTA, in coordination with the US EPA Region 9, approved the final transportation conformity determinations for the Connect SoCal 2020 Amendment #1 and 2021 FTIP Consistency Amendment #21-05.

On October 6, 2022, the RC approved the Connect SoCal 2020 Amendment #2 and the 2023 FTIP including the associated transportation conformity determinations. On December 16, 2022, SCAG received federal approval of the conformity determinations for the Connect SoCal 2020 Amendment #2 and the 2023 FTIP.

SCAG staff began the process of developing the Connect SoCal 2020 Amendment #3 and 2023 FTIP Consistency Amendment #23-03 in March 2022. Over the past eight months, staff has worked in consultation and continuous communication with the six CTCs throughout the region to develop the draft Connect SoCal 2020 Amendment #3 and 2023 FTIP Consistency Amendment #23-03.

Specific changes include project modifications amounting to a total of 214 project modifications including 211 financially constrained projects and three strategic plan projects. Majority of the 214 project modifications, 168 out of 214, involve short-term FTIP projects. Of the 214 project modifications, 13 of the projects are within Imperial County, 109 of the projects are within Los Angeles County, 12 of the projects are within Orange County, 50 of the projects are within Riverside County, 23 of the projects are within San Bernardino County, and 7 projects are within Ventura County. Among the 214 project modifications, most of them are modifications to existing projects, including revised project descriptions, schedules, and/or total costs. Of the 21 new projects, 10 of the projects are within Los Angeles County, 2 of the projects are within Orange County, 7 of the projects are with Riverside County, and 2 of the projects are within San Bernadino County.

Under the U.S. Department of Transportation's metropolitan planning regulations and the U.S. EPA's transportation conformity regulations, the draft Connect SoCal Amendment #3 and 2023 FTIP Consistency Amendment #23-03 need to pass five transportation conformity tests: consistency with the adopted Connect SoCal 2020 as amended, regional emissions analysis, timely implementation of transportation control measures, financial constraint, and interagency consultation and public involvement. Once approved by the federal agencies, the Connect SoCal Amendment #3 and 2023 FTIP Consistency Amendment #23-03 would allow the regional transportation projects to receive the necessary federal approvals and move forward towards implementation. Staff has performed the required transportation conformity analysis, and the analysis demonstrates conformity.

At its meeting today, the TC is considering whether to recommend the RC approve the release of the draft Connect SoCal 2020 Amendment #3 and 2023 FTIP Consistency Amendment #23-03 for public review and comment. On the same day today, the EEC is considering whether to recommend the RC approve the release of the associated transportation conformity analysis for public review and comment.

Upon approval by the RC at its meeting today, the draft Connect SoCal 2020 Amendment #3 and 2023 FTIP Consistency Amendment #23-03 including the associated transportation conformity analysis will be made available for a 30-day public review and comment period beginning on January 6, 2023 and ending on February 5, 2023. One public hearing will be held on January 17, 2023.

Upon completion of the public review and comment period, staff will respond to all comments on the draft amendments and include responses in the proposed final Connect SoCal 2020

Amendment #3 and 2023 FTIP Consistency Amendment #23-03. The proposed final Connect SoCal 2020 Amendment #3 and 2023 FTIP Consistency Amendment #23-03 will thereafter be presented to the TC and the RC for approval, anticipated on the same day in the April/May 2023 timeframe, pending U.S. EPA final approval of updated Coachella Valley ozone transportation conformity budgets. The associated transportation conformity determinations will be presented to the EEC and the RC for approval also anticipated on the same day in the same April/May 2023 timeframe. It is important to note that the RC may not adopt the conformity determinations until the U.S. EPA has approved the updated Coachella Valley ozone transportation conformity budgets, currently anticipated in April 2023.

SCAG staff has been and will continue to work closely with staff of the South Coast Air Quality Management District, California Air Resources Board, and U.S. EPA to ensure timely final approval of the updated Coachella Valley ozone transportation conformity budgets around April 2023. In addition, SCAG staff is in close conversation with the FHWA/FTA and plans to request their expedited review and approval of the Connect SoCal 2020 Amendment #3 and 2023 FTIP Consistency Amendment #23-03 around May 2023.

The draft Connect SoCal 2020 Amendment #3 is available at:
www.scag.ca.gov/post/amendment-3-0

The draft 2023 FTIP Consistency Amendment #23-03 is accessible at:
<https://scag.ca.gov/2023-proposed-amendments>

FISCAL IMPACT:

Work associated with this item is included in the current FY 2022-23 Overall Work Program (23-025.0164.01: Air Quality Planning and Conformity).